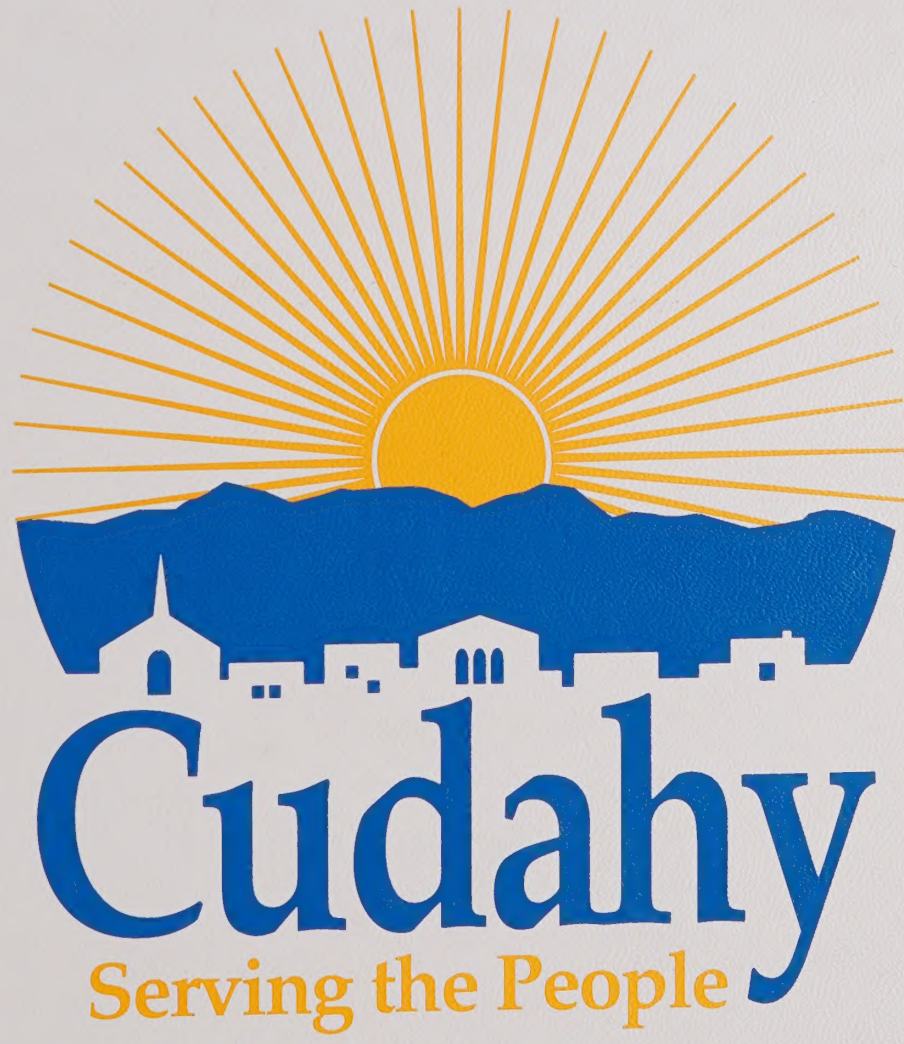



Cudahy General Plan





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Cudaby General Plan

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Cudahy General Plan

Adopted by Resolution No. 92-22
May 26, 1992



Cudahy

Serving the People

Cudahy General Plan

Adopted by the Board of Aldermen
June 14, 1971



ACKNOWLEDGEMENTS

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SECTION 1: INTRODUCTION

THE CITY OF CUDAHY

The City of Cudahy is 1.07 miles located in the south central section of Los Angeles County. It is 8 miles southeast of downtown Los Angeles and immediately west of the Los Angeles River and the Long Beach Freeway (SR-710). Exhibit 1-1 shows the regional location of Cudahy. The Union Pacific Railroad and Southern Pacific Railroad tracks run along the western and southern edges of the City. Cudahy's northern boundary is mid-block of Florence Avenue and Live Oak Street. Cities which border Cudahy are Bell on the north, South Gate on the south, Huntington Park on the west, and Bell Gardens on the east. Exhibit 1-2 shows Cudahy's city boundaries.

Cudahy is located within an industrial belt which includes the cities of Vernon, Huntington Park, Commerce, Montebello, Pico Rivera, and Santa Fe Springs. As industrial development occurred in the area, Cudahy along with the neighboring communities of Bell, Bell Gardens and Maywood provided residential areas and commercial services for those working in the nearby industrial areas.

The Cudahy area started as an agricultural ranch in the late 1800's. Surrounding cities in the area incorporated early and although the Cudahy area was relatively developed, it remained unincorporated. On November 10, 1960, the City of Cudahy incorporated to bring together residential and industrial areas in southeast Los Angeles that were not part of the adjacent cities. In 1970, the City's population was 16,998 persons. In 1980, it had 17,984 residents. The Census estimates the City's 1990 population at 22,817 persons. Growth in the City paralleled the boom in southern California in the 1950's, with nationwide migration, and in the 1980's, with international migration.

Today, Cudahy is one of the most densely-populated cities in the County. The majority of the City is zoned High Density Residential (R-3) but is developed with single family developments which, over the years, are redeveloping or recycling to higher density residential uses. The resulting residential development is characterized by a mix of single family units at high densities and duplex, triplex, and multiple family developments. Commercial uses in the City are found along Atlantic Avenue and a few street intersections and industrial uses are located near the railroad tracks on the City's southern section.

The major issues facing the City are:

- The need to maintain and preserve existing viable residential neighborhoods
- Rehabilitation of housing to improve the quality of the environment.
- Provision of housing that meet the affordability and needs of residents

- Redevelopment and revitalization of the commercial area along Atlantic Avenue
- Rehabilitation of the City's older industrial areas
- Conservation of mobile homes and affordable housing developments
- Reduction in crime, violence, drug traffic and gang activity

THE CUDAHY GENERAL PLAN

The Cudahy General Plan will serve as the constitutional framework of the City and will guide future planning and development. It is being updated in response to the growing diversity in the City and recent changes in state law. The General Plan will serve as a guide to growth and development in the City. It will reflect the values and needs of the community and will provide City staff, residents and developers the policy direction needed to achieve the goals of the City.

The General Plan for the City of Cudahy represents the efforts of the residents, City staff, the Planning Commission, and the City Council to plan for the maintenance of residential neighborhoods and improvement of the living environment. While the City is largely developed, the General Plan provides direction and sets goals to achieve as the area redevelops and evolves through time.

The General Plan begins with an analysis of existing conditions in the City, including the physical, social, cultural and environmental resources. It looks at trends, issues and concerns that affect the community and provides goals and programs to address these concerns.

State law regulates the content of General Plans. Sections 65300-65403 of the California Government Code require local jurisdictions to prepare and adopt a general plan for the physical development of the City and its sphere of influence. There are seven mandatory elements that comprise a General Plan: Land Use, Housing, Transportation, Open Space, Conservation, Safety and Noise. Other elements may be adopted to address specific concerns in the community. The Cudahy General Plan will consist of the seven mandatory elements and an Air Quality Element.

- **Land Use Element** - The Land Use Element designates the general location, distribution, and extent of the various land uses for the area within the City. The Element identifies standards for population density and development intensity.
- **Housing Element** - The Housing Element evaluates the existing and projected housing needs of the City and establishes goals, policies, objectives, and programs for the preservation, improvement, and development of housing to meet local and regional housing needs.

- **Transportation Element** - The Transportation Element discusses the general location and the extent of the existing and proposed roadways, highways, railroads and transit routes, terminals, and public utilities and facilities. In recent years, the Element has been expanded in scope to consider alternative means of transportation.
- **Open Space and Recreation Element** - The Open Space and Recreation Element details plans and measures for the preservation of open space for outdoor recreation, the management of natural resources, and public health and safety. This Element has been expanded to consider recreational resources and facilities in the area, as well.
- **Conservation Element** - The Conservation Element provides for the conservation, development, and use of natural resources including water, air, wildlife, mineral, and other natural resources. The Element also considers the preservation of important cultural resources in the community.
- **Public Safety Element** - The Public Safety Element establishes standards and plans for the protection of the community from a variety of hazards including earthquake, flood, fire, and geologic hazards. In 1985, the requirement for a separate Seismic Safety Element was eliminated. The statute now requires components of the Seismic Safety Element to be incorporated into the Public Safety Element.
- **Noise Element** - The Noise Element examines the existing and future noise environment and the major noise sources in the City. It provides an analysis of noise problems which may be used in setting land use policies to encourage noise-compatible uses and to aid in the establishment and subsequent enforcement of a local noise ordinance.
- **Air Quality Element** - In response to recommendations in the Air Quality Management Plan for the South Coast Air Basin, the City is preparing an Air Quality Element as a measure to help abate regional air pollution. The Air Quality Element contains a discussion of local and regional air quality, stationary and mobile emission sources, and programs to reduce pollutant emissions generated within the City.

These elements form an integrated and comprehensive statement of the goals and policies of the City. They comprise the administrative framework for Cudahy. Ordinances, programs, and actions of the City shall be made consistent with this General Plan, where required by State Law.

Organization of the General Plan

The Cudahy General Plan consists of two separate sections: Policy Plan and Profile Reports. The Policy Plan and Profile Reports are organized around the eight elements. The Policy Plan contains goals, policies and implementation plans to address major issues in the City, according to the different elements. The Profile Reports provide a discussion of existing conditions and opportunities in the City. They are the basis for the goals, policies, and programs developed in the policy document.

In compliance with CEQA, an Environmental Impact Report (EIR) has been prepared to discuss the potential impacts of adoption of the Plan. The EIR contains a discussion of the environmental setting (similar to the Profile Reports) and impacts that may occur with future development under the Plan. Alternatives to the Land Use Plan are also discussed.

The Planning Process

The General Plan Update started with the analysis of the existing conditions in the City and the identification of needs and opportunities. This was accomplished by the preparation of City Profile Reports that evaluate the resources, needs and opportunities in Cudahy. From the Profile Reports, a clear picture of the needs and resources of the City was seen. Goals and policies were then formulated to address each issue and need. The development of goals and policies helped identify the direction for future planning efforts. Programs for the implementation of goals are identified and include ongoing and proposed City programs. Regional plans and the Cudahy Redevelopment Plan have been reviewed and the Cudahy General Plan made consistent with the objectives of these plans.

The Cudahy General Plan has been reviewed by City staff, the Planning Commission and the City Council. Public participation and comments were solicited during study sessions, the public review period, and hearings before the Planning Commission and City Council, prior to adoption of the Plan.

Amendments to the General Plan

State law allows local jurisdictions to amend the General Plan four times a year to keep the General Plan relevant to current issues and will allow changes to respond to new concerns and interests in the City. It allows the elements to be updated as new information is available and helps to maintain a General Plan which reflects the direction that best meets the needs of the City. The City is required to perform an annual review of the General Plan to report the City's progress in meeting the goals and to reflect any change in direction. Optional criteria which may be used to evaluate proposed amendments to the General Plan are as follows:

- The proposed amendment has a potential for conformity with all applicable goals and policies of the General Plan or does not conflict with the goals, policies and programs of the General Plan.
- The proposed amendment request is in conformity with other City Council adopted policies.
- The proposed amendment will not be detrimental to the public health, safety and welfare.
- The proposed amendment will better serve the goals and purposes of the City.
- The proposed amendment request has a potential for compatibility with either existing or planned uses in the area.
- The proposed amendment does not conflict with plans and programs adopted by the City and its Redevelopment Agency for the same area or the vicinity of the request.
- The proposed amendment does not create a spot land use designation which is inconsistent with the intent and policies of the General Plan and with the density and land use of surrounding properties.
- The proposed amendment does not share significant similarity to amendments denied by the City Council within the last 12 months.
- The proposed amendment does not conflict with General Plan amendments that have been adopted in the past 12 months.

Element Consistency

The Cudahy General Plan has been written so that each element is consistent throughout. Because some issues are addressed in more than one element, the policy matrix below shows the interrelationships between the various issues and policies in the General Plan. It provides a guide for determining related goals and policies and references all issues in the General Plan. Also, in order to avoid confusion, programs and implementation measures that apply to a number of different elements are given references or are restated in each element. Table 1-1 will allow the City to identify elements and policies in other sections of the General Plan that may be similar or relate to an issue in one element.

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Land Use Element: Existing and Future Developments: Ensure that developments enhance the quality of life in the City.	1.1	4.5					2.5	9.1
	1.2	4.8						
	1.3							
	1.4							
	1.5							
	1.6							
	1.7							
	1.8							
	1.9							
	1.10							
	1.11							
	1.12							
	3.3							
	4.2							
	4.4							
Residential Areas: Continue the revitalization of the existing residential neighborhoods.	1.1	3.10					1.3	
	1.6	4.1						
	2.1	4.2						
	2.2	4.3						
	2.3	4.4						
	2.4	4.5						
	2.5	4.6						
	2.6	4.7						
	2.7	4.8						
	2.8							
	2.9							
	2.10							
Commercial Areas: Preserve the existing commercial areas and, where appropriate, expand commercial opportunities to serve the needs of area residents.	1.6		4.2					9.3
	3.1		4.3					
	3.2		4.5					
	3.3							
	3.4							
	3.5							
	3.6							
	3.7							
	7.6							

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Industrial Areas: Improve the quality of Cudahy's industrial areas and take additional steps to provide opportunities for future industrial growth.	1.6 4.1 4.2 4.3 4.4							
Parks and Recreation: Provide a sufficient range of recreational opportunities to meet the needs of individuals (of all ages), families, and groups who live in the City.	5.1 5.2 5.3			1.1 1.2 1.3 1.4 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8 2.9				
Public Services: Provide adequate public services and infrastructure to serve existing and future developments.	6.1 6.2 6.3 6.4 6.5 6.6 6.7 6.8	4.3			4.3	1.1 2.2 2.7		
Economic Development: Develop an economic development strategy for the City.	2.7 3.2 3.4 4.1 7.1 7.2 7.3 7.4 7.5 7.6	4.6						6.2 6.3

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Housing Element: Housing Availability: Improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing.	1.10 2.1 2.6	1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8 2.1 2.6						
Housing Affordability: Promote affordable housing and shelter for all economic segments of the community.		2.1 2.2 2.3 2.4 2.5 2.6 2.7 3.9 5.8						
Housing Maintenance and Conservation: Support and provide incentives for the maintenance and rehabilitation of the existing housing stock.	1.1 2.2	2.7 3.1 3.2 3.3 3.4 3.5 3.6 3.7 3.8 3.9 3.10						

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Neighborhood Preservation: Encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.	1.1	3.6					1.3	
	2.2	3.8						
	2.3	3.10						
	2.4	4.1						
	2.6	4.2						
		4.3						
		4.4						
		4.5						
		4.6						
		4.7						
		4.8						
Equal Access to Housing: Promote equal access and opportunity to housing regardless of race, religion, sex, marital status, ancestry, national origin, or color.		1.8						
		2.1						
		5.1						
		5.2						
		5.3						
		5.4						
		5.5						
		5.6						
		5.7						
		5.8						

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Transportation Element: Transportation System: Maximize the efficiency, convenience and safety of the existing transportation system.								
	1.4		1.4				2.4	4.1
	2.9		1.2					4.2
			1.3					13.1
			1.4					
			4.2					
			4.5					

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Safe Driving Conditions: Work to improve roadway conditions and promote safety in the City.			2.1 2.2 2.3 2.4 2.5					
Public Transportation: Encourage the expansion of existing public transportation routes and facilities.			3.1 3.2 3.3 3.4 3.5					3.1 3.2 3.3 3.4 11.3 12.1 12.3
Parking Areas: Promote efficient, safe and convenient parking facilities within the commercial areas of the City.	3.1		4.1 4.2 4.3 4.4 4.5					5.1 5.2 5.3 5.4 5.5 5.6

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Open Space and Recreation Element: Open Space: Secure a safe, healthful, and wholesome environment through the preservation of existing public open space resources and provision of private open space.	5.3			1.1 1.2 1.3 1.4				

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Parks and Recreation: Strive to provide a sufficient range of recreation opportunities to meet the needs of all ages and interests in the community.	2.10			1.2	1.8			
	5.1			1.4				
	5.2			2.1				
	5.3			2.2				
	6.2			2.3				
	6.7			2.4				
				2.5				
				2.6				
				2.7				
				2.8				
				2.9				

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Conservation Element: Natural Environment: Preserve the environment through the conservation of resources.	1.11				1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8			7.4
Cultural Resources: Promote the preservation of cultural, historical and natural resources within the City.					2.1 2.2			
Energy Conservation: Reduce energy consumption in public and private developments.		3.8			3.1 3.2 3.3 3.4 3.5			7.1 7.2

TABLE 1-1
GOALS AND POLICIES MATRIX

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Recycling: Increase the recycling of solid waste and the use of recycled material by glass and paper manufacturers.					4.1 4.2 4.3			7.3

TABLE 1-1
GOALS AND POLICIES MATRIX

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Open Space	Conservation	Public Safety	Noise	Air Quality
Public Safety Element: Hazard Reduction: Work to provide an environment that is reasonably safe from hazards.			2.3		1.7 1.8	1.1 1.2 1.3 1.4 1.5 1.6 1.7 1.8 1.9		10.3
Emergency Preparedness: Promote emergency preparedness.						1.5 2.1 2.2 2.3 2.4 2.5 2.6 2.7 2.8		
Crime Prevention: Minimize crime incidence in the City.						3.1 3.2 3.3 3.4		

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Conservation	Open Space	Public Safety	Noise	Air Quality
Noise Element: Noise Sensitive Uses: Prevent any increase in the established acceptable ambient levels of sound in the residential areas of the community.			2.2				1.1 1.2 1.3	
Noise Sources: Prohibit unnecessary, excessive and offensive noises which are detrimental to the public health and welfare and contrary to the public interest.							2.1 2.2 2.3 2.4 2.5 2.6	

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Conservation	Open Space	Public Safety	Noise	Air Quality
Air Quality Element: Personal work trip reduction: Reduce automobile use.								1.1 1.2 1.3 1.4 1.5 1.6
Encourage use of non-motorized transportation.								2.1 2.2 2.3
Reduce vehicle emissions through greater use of public transportation.			3.1 3.2 3.3 3.5					3.1 3.2 3.3 3.4
Truck programs: Reduce roadway congestion.			1.3 2.2					4.1 4.2

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Conservation	Open Space	Public Safety	Noise	Air Quality
Parking management: Reduce vehicle emissions through improved parking management and design.			4.1					5.1
			4.2					5.2
			4.3					5.3
			4.4					5.4
			4.5					5.5
Growth Management: Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.								5.6
								6.1
								6.2
Energy Consumption: Reduce emissions associated with energy consumption.								6.3
				3.1				7.1
				3.2				7.2
				3.3				7.3
				3.4				7.4
Particulate Emissions: Reduce fugitive dust emissions.				3.5				
								8.1
								8.2
								8.3
								8.4
Building and Operations Emissions: Reduce air pollution emissions and impacts through siting and building design.								8.5
								9.1
								9.2
Improve preconstruction environmental review to reduce emissions and exposure.								9.3
								10.1
								10.2
								10.3
Intergovernmental Cooperation: Maximize the effectiveness of air quality control programs through coordination with other governmental units.								10.4
								11.1
								11.2
								11.3
								11.4
								11.5

**TABLE 1-1
GOALS AND POLICIES MATRIX**

Issue and Goal	Corresponding Policies							
	Land Use	Housing	Transportation	Conservation	Open Space	Public Safety	Noise	Air Quality
Public Education: Improve the effectiveness of air quality programs through local education programs.								12.1 12.2 12.3
City programs to Reduce Directly Emitted Vehicle Emissions: Reduce directly emitted vehicle emissions through City government actions.								13.1 13.2

SECTION 2: LAND USE ELEMENT

INTRODUCTION

The Land Use Element of the *Cudahy General Plan* provides a strategy for the coordination and integration of all physical development in the City. It outlines goals and policies which promote orderly growth and minimize the potential for land use conflicts. The Land Use Element will serve as a guide for public and private decision-making regarding existing and future land uses. It responds to opportunities for growth and development in the area, with respect to present land uses and resources. The goals of the Land Use Element also address environmental and economic constraints related to land availability, capacity of public services and infrastructure, and other factors which may constrain future development.

The Land Use Element is a state-mandated element and fulfills the requirements of *Section 65302(a) of the California Government Code*. The Element contains the goals and policies for development, a land use plan to implement these goals, and a discussion of the issues and opportunities that affect land use planning in the area.

Land use issues that are considered in the Land Use Element include the type and condition of existing and future developments. Existing land uses in the City of Cudahy are primarily residential. Industrial uses are found in the southern section of the City and commercial uses are found along Atlantic Avenue and major street intersections. Mobile home parks are located within the commercial and industrial areas. Existing developments are made up of low intensity structures built 30 to 40 years ago. Many structures show signs of deterioration and the need for rehabilitation. Blight is also present in the form of unsafe buildings due to structural design, overcrowding, lack of recreational facilities, age and deterioration.

A number of new commercial buildings can be found on Atlantic Avenue and several high density residential projects have recently been completed at scattered sites throughout the City. With the majority of the City zoned for high density residential (R-3) uses, housing density is relatively high. Vacant lots account for only 1.9 percent of the City land area with land recycling for higher density residential uses continuing to be the precursor of development in the City.

Future development in the City will depend on population growth and the availability of public services. Population growth in the City has been rapid during the past few years. Cudahy's population density has increased to 10 times the county average. The demand on public services and infrastructure that accompanies growth has led to school overcrowding and the need for additional park, library, fire protection, police and solid waste disposal and other public services. Utility consumption has also been growing, although service agencies

and companies have been able to meet the increases in demand. These and many other concerns are addressed in the Land Use Element.

The Land Use Element is probably the single most important element of the *Cudahy General Plan*, because it regulates land uses and development in the City. The Element's scope is far wider than that of the other elements, although it is directly related to all of them. For example, the capacity of the existing roadway network (Transportation Element), parks and recreation areas (Open Space and Recreation Element), areas with earthquake and geologic hazards (Public Safety Element) and land uses affected by major noise sources (Noise Element) are some of the issues that the Land Use Element considers. The Land Use Element considers these issues and has been made consistent with other elements of the General Plan.

Individual property owners may not be aware of the city-wide and regional impacts of their development. Through the designation of the land use pattern and allowable densities of development, the Land Use Element provides the framework on which individual property owners may develop their properties. This is made possible by the Land Use Plan. The Plan establishes a classification of land uses, designates the general location and distribution of these uses, and sets standards of population density and development intensity for each type of use. The Plan is also designed to accommodate the economic and social activities of a community through the provision of areas for these activities.

GOALS AND POLICIES

The goals and policies of the Land Use Element were developed in response to land use issues and opportunities identified in the Land Use Element Profile Report. With most of the City developed and many structures being 30 to 40 years old, new development in the City will involve the recycling of land. The goals and policies below address the concerns of the City with regard to existing and future developments, various land use types, parks, public services and economic development.

Issue: Existing and Future Developments

Land uses in an area contribute to the quality of the environment and the character and identity of the place. Cudahy's concern with existing and future land uses stem from its primary goal of providing residents with an environment which meets residents' needs and interests. By regulating the type of development in Cudahy, the City hopes to improve the quality of life and create a sense of place.

Goal 1 Ensure that developments enhance the quality of life in the City.

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| Policy 1.1 | Improve the quality of housing in existing residential neighborhoods. |
| Policy 1.2 | Encourage developments which complement and enhance the community. |
| Policy 1.3 | Enhance the quality of the environment through the enforcement of land use controls designed to preserve the environment and to reduce pollution, traffic and congestion, and overcrowding. |
| Policy 1.4 | Provide for improved vehicular circulation within the City by evaluating traffic and parking impacts prior to development or redevelopment. |
| Policy 1.5 | Establish a community identity and pride through the emphasis on high quality development. |
| Policy 1.6 | Revitalize the residential, commercial and industrial land uses in the City. |
| Policy 1.7 | Work to reduce existing adjacent incompatible land uses in various areas in the City. |

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| Policy 1.8 | Minimize the detrimental effects of the flood control channel and the existing Southern Pacific and Union Pacific Railroad tracks along the perimeter of the City. |
| Policy 1.9 | Promote land assembly into parcels more suitable for higher quality integrated development. |
| Policy 1.10 | Promote new development of quality housing on vacant and underutilized lots. |
| Policy 1.11 | Allow development consistent with proper consideration for all environmental and safety factors. |
| Policy 1.12 | Develop locational requirements and prohibitions for uses which have the potential to disrupt neighborhood quality due to excessive traffic, unusual hours of operation, and other adverse impacts on residences and land uses. These uses include bingo parlors and adult businesses. |

Issue: Residential Areas

Residential development in Cudahy provides a unique neighborhood for its residents. The predominant High Density Residential (R-3) Zone on long and narrow lots, has led to the creation of housing developments only found in Cudahy. These developments constitute a major portion of the City and is a unique feature of the area.

Goal 2 Continue the revitalization of the existing residential neighborhoods.

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| Policy 2.1 | Encourage and promote the development of safe and attractive residential units. |
| Policy 2.2 | Enforce the maintenance and upgrade of housing units to prevent the deterioration of neighborhoods. |
| Policy 2.3 | Encourage programs or citizens' efforts directed toward neighborhood or community improvement and beautification. |
| Policy 2.4 | Encourage a continuing program of community preservation and rehabilitation. |
| Policy 2.5 | Encourage the planting of street trees and the maintenance of green belts or parkways along major roadways. |

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| Policy 2.6 | Encourage the development of quality housing in the City through incentives and amenities, in order to create stability in the resident population and established neighborhoods. |
| Policy 2.7 | Discourage developments which would strain the financial resources of the City (e.g. demands on law enforcement, recreation, and street maintenance). |
| Policy 2.8 | Provide adequate housing for various family sizes and income levels by planning, where appropriate, for different densities of development. |
| Policy 2.9 | New residential areas shall be protected from heavy traffic through buffering and design, to the extent feasible under the circumstances. |
| Policy 2.10 | Provide private recreation and play areas for children in multi-family developments. |

Issue: Commercial Areas

Commercial development in Cudahy is concentrated along Atlantic Avenue and major street intersections. They provide a variety of goods and services to local residents and have been a source of tax revenues for the City.

Goal 3 Preserve the existing commercial areas and, where appropriate, expand commercial opportunities to serve the needs of area residents.

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| Policy 3.1 | Promote attractive commercial areas with adequate off-street parking and loading facilities. |
| Policy 3.2 | Promote commercial development which meets the local demand for products and services and encourage balanced commercial development along Atlantic Avenue to create a sound sales tax base. |
| Policy 3.3 | Require commercial developments to be compatible with adjacent uses. |
| Policy 3.4 | Enlarge the city's economic and tax base through new commercial developments. |

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| Policy 3.5 | Encourage landscaping improvements along the length of Atlantic Avenue. |
| Policy 3.6 | Encourage the improvement of existing store facades on Atlantic Avenue. |
| Policy 3.7 | Actively pursue developers who construct quality projects. |

Issue: Industrial Areas

The industrial uses in Cudahy are located on the southern section of the City. They range from small welding shops, to truck terminals and small manufacturing processes. Industrial developments provide employment opportunities for its residents. Environmental and aesthetic concerns call for the rehabilitation, maintenance, or recycling of existing industrial uses.

Goal 4 Improve the quality of Cudahy's industrial areas and take additional steps to provide opportunities for future industrial growth.

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| Policy 4.1 | Promote industrial growth in order to increase employment opportunities, the tax base and city revenues. |
| Policy 4.2 | Promote the development of modern, attractive and safe industrial facilities which will not produce detrimental effects on surrounding properties and the city as a whole. |
| Policy 4.3 | Encourage the development of the industries which will best meet the needs of the Cudahy work force. |
| Policy 4.4 | Encourage the maintenance, rehabilitation, and beautification of the existing industrial properties. |

Issue: Parks and Recreation

Parks in Cudahy and neighboring cities provide for the recreational needs of residents and create open space areas in the midst of buildings and infrastructure. Recreational facilities and programs help improve the quality of life and promote a sense of community.

Goal 5 Provide a sufficient range of recreational opportunities to meet the needs of individuals (of all ages), families, and groups who live in the City.

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| Policy 5.1 | Make an effort to provide parks and recreational areas at locations convenient to the greatest number of residents. |
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| Policy 5.2 | Establish joint use agreements with the school district to provide for the development of new recreational facilities and opportunities. |
| Policy 5.3 | Preserve existing parks and open space and provide for additional parkland through the General Plan's implementation. |

Issue: Public Services

Public services are necessary to maintain and support development. The City of Cudahy and other service agencies provide a range of public services to residents and businesses, in order to enhance the living environment.

Goal 6 Provide adequate public services and infrastructure to serve existing and future developments.

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| Policy 6.1 | Cooperate with the Los Angeles Unified School District to make adequate school services to meet anticipated growth in the area available. |
| Policy 6.2 | Provide public open play space and quiet areas to encourage residents to spend more free time in the City for active and passive recreation. |
| Policy 6.3 | Maintain an attractive civic center in which citizens can take pride. |
| Policy 6.4 | Discourage the recycling of surplus institutional uses to non-institutional uses. |
| Policy 6.5 | Monitor the availability and adequacy of public services (water distribution, water quality, fire, police, waste disposal, and library services) in the City to ensure services are not overburdened. |
| Policy 6.6 | Regularly conduct an analysis of existing infrastructure and public service capacities to assess the need for capital improvements and service improvements. |
| Policy 6.7 | Examine the feasibility of relocating City Hall to an area that is closer to Atlantic Avenue and convert the existing present City Hall to a recreation building. |
| Policy 6.8 | Cooperate with the Los Angeles County Library to provide library services to area residents. |

Issue: Economic Development

The economic well-being of Cudahy is dependent on commercial and industrial activities in the City and the value of property. By encouraging investment and business opportunities, the City can obtain increased funding for local services and amenities. Improvements in services and amenities, in turn, will attract residents, investment, and commercial and industrial development.

Goal 7 Develop an economic development strategy for the City.

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| Policy 7.1 | Work towards the expansion and diversification of the local economic base. |
| Policy 7.2 | Encourage developments that would increase the City's tax base. |
| Policy 7.3 | Coordinate with local businesses, the Chamber of Commerce, and the Cudahy Business Association to create a stronger business community. |
| Policy 7.4 | Increase employment opportunities to help raise the incomes of local residents. |
| Policy 7.5 | Help establish a low interest loan pool with the help of local banks to aid in financing the start-up, expansion and/or retention of local businesses. |
| Policy 7.6 | Develop programs to maximize the commercial potential of Atlantic Avenue and increase the economic base of the City. |

LAND USE PLAN

The Land Use Plan for the City of Cudahy identifies existing and planned land uses which reflect the best use of the land, in accordance with the goals and policies of this General Plan. It designates areas for various land use types and intensities, with recognition of the constraints and opportunities for future development and redevelopment. The Plan provides a mechanism to change development trends in the City and to encourage more desirable development. It redirects the City's planning efforts, in order to create a better environment for all residents.

The development of the Land Use Plan came after the analysis of the existing development types and conditions, identification of land use incompatibilities, and the creation of a desired development scenario for the City. With this analysis, the major objectives of the Land Use Plan were formulated. They are:

- To preserve existing single-family neighborhoods characterized by low densities on small lots.
- To stabilize exiting medium density residential land uses on small lots.
- To promote land assembly and the recycling of residential developments on large lots.
- To work towards the relocation of trailer parks into residential neighborhoods.
- To preserve neighborhood commercial uses for area residents.
- To recognize opportunities for an integrated commercial area to serve local and regional customers.
- To encourage spin-off development and linkages along Atlantic Avenue.
- To promote the rehabilitation of industrial sites.
- To provide for the development of a regional commercial center in the City.
- To allow future relocation of the City Hall to the City center.

These objectives respond to the issues and opportunities presented by existing developments in the City. The City of Cudahy is an urbanized area with most structures 30 to 40 years old. The lack of large areas of vacant land limits future development to the recycling and rehabilitation of existing developments. Thus, the Land Use Plan promotes recycling and redevelopment, in order to achieve a more desirable pattern of land uses.

There are viable residential neighborhoods in Cudahy which the City seeks to preserve. These are single family developments on small lots. High density developments on long and narrow lots are a particular concern. Land assembly is one way of eliminating the development constraints of narrow lots and allowing more creative housing projects. Because it is unlikely that property owners will assemble lots during land recycling projects, an incentive to land assembly and redevelopment is needed. This is provided through a sliding scale of allowable densities, with increasing dwelling unit capacity on larger lots. The potential increase in economic return from additional dwelling unit capacity is expected to promote land assembly with recycling projects. High density developments on small lots are not expected to benefit from this incentive and are maintained at their current densities.

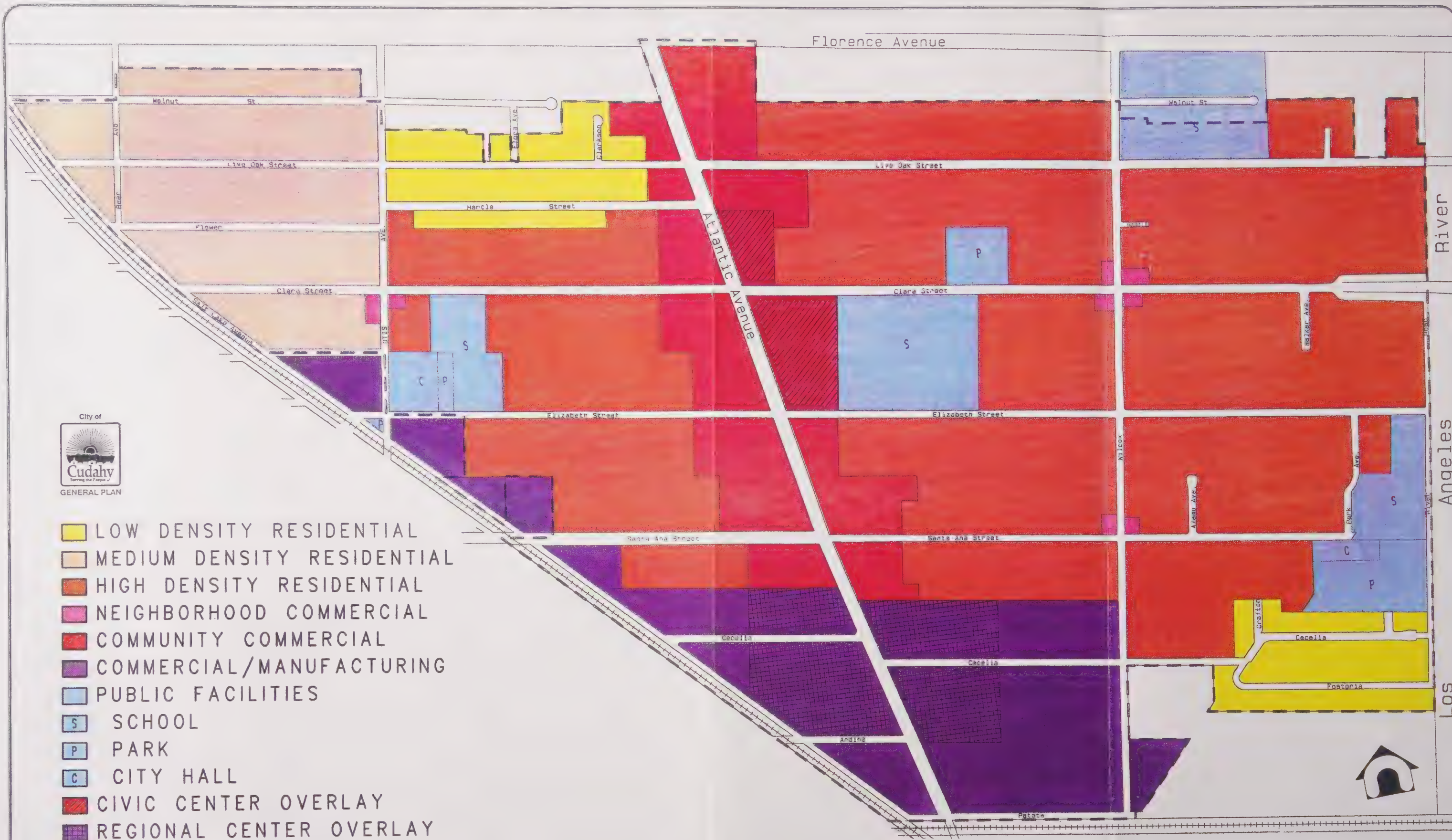
The location of mobile home parks within commercial and industrial areas presents adverse impacts on mobile home residents. Thus, it would be beneficial to integrate them into the City's residential neighborhoods in the long term. This would eliminate conflicts between residential land uses and heavy commercial and industrial uses.

The Atlantic Avenue corridor is the City's commercial area. Business and retail commercial activities along this corridor could be integrated to establish complementary uses and allow all businesses to derive the benefits of agglomeration. Major stores in the area can serve as nodes for spin-off development. They include Tianguis Market which could encourage other community commercial use; the K-Mart, Pic-n-Save and Kaiser Permanente area which could become a service commercial node; and the southern industrial section which could redevelop as a regional commercial center.

The development of the regional commercial center in the existing industrial section is seen as a major opportunity when older and underutilized industrial developments are redeveloped or recycled to other uses. The area presently accommodates a mix of old and new, small to medium-sized industries. Future redevelopment of the area is promoted in the Land Use Plan by allowing retail commercial land uses, light industries and a potential regional commercial development. As the major commercial node of the City, it can attract a larger patronage which would benefit the Atlantic Avenue commercial corridor and the City.

The City has been looking for a new site for the Civic Center. The relocation will provide more space to accommodate city operations. Also, by locating at the city center, it can be accessible to more individuals. The existing City Hall can then be part of Cudahy Park as a community center. These features have been incorporated in the Cudahy Land Use Plan. Developments in accordance with the Plan are expected to improve the environment and enhance the quality of life for Cudahy residents.

The Land Use Plan for Cudahy has seven land use designations. These designations correspond to the types and intensity of developments allowed under each category. Exhibit 2-1 is the Land Use Plan of the City and Table 2-1 is a breakdown of land use designations.



The total land area includes sections of Huntington Park that are subject to annexation to the City of Cudahy.

TABLE 2-1 LAND USE PLAN			
Land Use Designation	Density/Maximum FAR	Acres	Percent
<u>Residential</u>			
Low Density Residential	9 du/ac	36.72	5.3
Medium Density Residential	12 du/ac	59.62	8.6
High Density Residential	up to 16 du/ac	297.65	43.0
<u>Commercial</u>			
Neighborhood Commercial	FAR 1.5	2.66	0.4
Community Commercial	1.2	65.16	9.4
Commercial/Manufacturing	3.6	87.49	12.6
<u>Public Uses</u>			
Schools	1.2	34.53	5.0
Parks	--	11.46	1.7
Civic Center	1.2	4.20	0.6
Streets	--	92.33	13.4
<u>Overlays</u>			
Civic Center Overlay		(11.79)	--
Regional Center Overlay		(31.19)	--
Total		691.82	100.0

du/ac - dwelling unit per acre refers to the number of dwelling units that may be built on a gross acre of land. This is not the same as the "Cudahy acre" which is only 40,420 square feet.
 FAR - floor area ratio refers to the allowable floor area in a structure, expressed as a factor of the net area of the site. The net area of a site is the portion of land which can be built upon, excluding public or private rights-of-way, public open space and flood ways.
 () - these areas are within the Commercial and Commercial-Manufacturing designations.

Low Density Residential - The Low Density Residential designation refers to single-family developments on small lots. These developments have densities up to 9 dwelling units per acre. They are located on the City's southeastern section and on the northern section, west of Atlantic Avenue. They cover approximately 36.72 acres or 5.3 percent of the City. The maximum population density of these neighborhoods is 39 persons per acre with 9 units per acre and 4.34 persons per unit.

Medium Density Residential - The Medium Density Residential designation applies to areas of the City with one or two single-family units on a lot or multi-family developments of 12 dwelling units per acre. These developments are found on lots with an average size of 9,000 to 9,500 square feet. They are located on the northwestern section of the City and cover 59.62 acres or 8.6 percent of the City. The population density of this area is 52 persons per acre with 12 units per acre and 4.34 persons per acre.

High Density Residential - The High Density Residential designation refers to single-family and multi-family developments on lots which are predominantly one-half acre in size. This designation applies to a major portion of the City, 297.65 acres or 43.0 percent. This designation has been created to counteract the limitations imposed by the City's long and narrow lots (52.5 feet by 387 feet). Maximum density under this designation is a sliding scale with higher densities permitted for developments on larger lots. The higher densities are intended to encourage the recycling of existing developments, as well as encourage developers to construct more creative housing. The allowable density under this designation varies from as low as 10 dwelling units per acre on lots less than 1 acre to 16 dwelling units per acre for lots 5 acres or greater. Table 2-2 provides a detailed breakdown of allowable density. The population density can be as much as 70 persons per acre at 16 units per acre and 4.34 persons per unit.

TABLE 2-2 HIGH DENSITY RESIDENTIAL DEVELOPMENT SCALE	
Lot Size	Maximum Density
Less than 1 acre	10 du/ac
1 acre to less than 2 acres	12 du/ac
2 acres to less than 3 acres	13 du/ac
3 acres to less than 4 acres	14 du/ac
4 acres to less than 5 acres	15 du/ac
5 acres and above	16 du/ac

Neighborhood Commercial - The Neighborhood Commercial designation refers to small retail stores located near residential neighborhoods to serve the daily needs of residents. These stores and services include but are not limited to groceries, coin laundries, liquor stores, convenience shops, video stores, and service stations. Neighborhood commercial uses in Cudahy are found at 3 intersections: Clara/Otis; Clara/Wilcox, and Santa Ana/Wilcox. They cover 2.66 acres or 0.4 percent of the City. Maximum allowable intensity of these developments is a floor area ratio (FAR) of 1.5. With parking, lot coverage and other development standards, the average FAR is 0.5.

Community Commercial - The Community Commercial designation refers to service and retail stores as found along Atlantic Avenue. These stores and services include supermarkets, department stores, banks, shoe stores, mini malls, business and medical offices, restaurants, and other similar uses. Community commercial areas in the City cover 65.16 acres along both sides of Atlantic Avenue from Florence Avenue to south of Santa Ana Street. This area accounts for 9.4 percent of the City. The maximum floor area ratio

of the Community Commercial designation is 1.2. Developments have an average FAR of 0.25, when considering building height, setback, parking and landscaping requirements.

Commercial Manufacturing - The Commercial Manufacturing designation applies to the City's industrial area on the southern edge. It covers 87.49 acres or 12.6 percent of the City, as well as areas in Huntington Park that are subject to annexation to the City. The area is developed with small and medium sized industrial uses. It has a potential for retail commercial and commercial-manufacturing uses when older industrial developments are recycled. The maximum floor area ratio of this designation is 3.6, with an average FAR of 0.5.

Public Uses - Public uses in the City include schools, parks and the Civic Center. The four school sites in Cudahy cover 34.53 acres. Parks cover 11.46 acres and the Civic Center, 4.20 acres. The total area devoted for public uses is 50.06 acres or 7.3 percent of the City. The maximum floor area ratio on these sites is 1.2, with most developments having an average FAR of 0.5.

Aside from these designations, the Land Use Plan features two overlays: the Civic Center Overlay and the Regional Center Overlay. These designations require compliance with the standards of the underlying and the overlay designations.

Civic Center Overlay - The Civic Center Overlay is located near the center of the City and covers 11.79 acres; more than adequate to provide for a civic center. It serves as a floating land use which will allow the development of a new Civic Center within this overlay designation. This designation recognizes that the existing Civic Center will be relocated to the City center at some time in the future, but does not designate a specific site.

Regional Center Overlay - The Regional Center Overlay is located in the southern section of the City along Atlantic Avenue. Like the Civic Center overlay, it serves as a floating land use to allow the development of a regional commercial center in the City. This designation is expected to promote the redevelopment of the area and the creation of a major commercial node for Cudahy and surrounding cities. The "mercado" concept has been mentioned as a potential development for the site, to serve as a major commercial node in the area. The Regional Center Overlay covers 31.19 acres or 4.5 percent of the City.

Agricultural, natural resources extraction, solid and liquid waste disposal activities are not found in Cudahy. Also, there are no lands in the City which are subject to regulation by state and federal land agencies. Thus, the Land Use Plan does not contain these designations.

IMPLEMENTATION PROGRAMS

The implementation of the land use goals, policies and the Land Use Plan will be accomplished by a number of specific actions and programs. The various programs correspond to the major land use goals of the City. These are:

- ***Existing and Future Developments*** - improvements to existing land uses and construction of quality developments
- ***Residential Areas*** - preservation of residential neighborhoods and improvement of the living environment
- ***Commercial Areas*** - revitalization of commercial areas to serve the City and surrounding areas
- ***Industrial Areas*** - rehabilitation and redevelopment of industrial land uses to light industries, commercial-manufacturing, or commercial uses
- ***Parks and Recreation*** - provision of parks and recreational facilities to serve City residents
- ***Public Services*** - provision of public services to support existing and future developments
- ***Economic Development*** - development of investment opportunities in the City to create a stable tax base

Responsible agencies, time-frames for implementation, and funding sources are also included for each program. The identification of a funding source does not exclude the use of other available funding sources.

EXISTING AND FUTURE DEVELOPMENTS

The quality of developments in Cudahy may be improved through controls on the maintenance of existing land uses and on the type and design of new structures. Because of the age of existing structures, maintenance efforts are necessary and rehabilitation programs need to be increased. Also, existing land use conflicts need to be removed or buffered from one another. Future developments can be more easily regulated through the plan review process. Major programs that address the quality of existing and future developments are discussed below.

Rehabilitation Programs

Rehabilitation programs help preserve existing developments and prevent the creation of risks to the health and safety of the users of existing structures. The City's has ongoing rehabilitation programs for residential projects through the Federal CDBG Program. Information on these programs can be found in the Housing Element.

Code Enforcement

The City shall continue code enforcement efforts to encourage property maintenance. This includes the identification of nuisances which endanger public health and safety and the provision of technical support or other incentive to allow early correction of the problem. The City shall also work towards the renovation of structures which do not meet current seismic safety standards and electrical code requirements. Code enforcement is an ongoing activity and will continue to be financed through CDBG funds. The rehabilitation of substandard structures shall be the responsibility of individual property owners, with CDBG funds available for qualified homeowners. To the extent available, redevelopment funds may also be used for this program.

Cudahy Redevelopment Plan

The Cudahy Redevelopment Plan was established to remove blighting conditions identified in the project area and to promote economic revitalization. The goal of the Redevelopment Plan is to eliminate and prevent the spread of blight in the project area through the undertaking of various activities, including the rehabilitation of commercial, industrial and residential areas in the City. Infrastructure and public services are improved to encourage private rehabilitation efforts. The City also assists area developers in land assembly through redevelopment funds. Ongoing programs by the Redevelopment Agency are financed through redevelopment funds.

Non-conforming and Incompatible Uses

The elimination of non-conforming uses will reduce hazards to public safety and improve the environment. All non-conforming uses in the City shall be identified and compliance time periods set. A reasonable return on investment prior to the required rehabilitation or removal of the use or structure will be permitted. The City shall also identify incompatible land uses throughout the City and develop programs for buffering, change in land use, or other measures to protect negative impacts on existing land uses. This will include the provision of landscaped areas along the Los Angeles River and the railroad tracks to better blend with adjacent areas. This program shall be established in 1993 by the Community Development Department and financed by the General Fund. To the extent available, the Redevelopment Agency may use redevelopment funds for this program.

Development Controls

The primary tools for regulating changes in land uses in the City are the Land Use Plan and Zoning Ordinance. The City shall continue to implement the General Plan land use policies and the Zoning Ordinance. This will provide for the development of the desired land uses throughout the City. In order to implement the Land Use Plan, the City shall add standards in the Zoning Ordinance which provide development incentives, density bonuses, and incentive requirements for the assembly of residential lots. The assembly of lots will eliminate the development constraints posed by the existing long, narrow lots. Standards for regulating adult businesses and bingo parlors shall also be incorporated into the Zoning Ordinance. Towards this end, these uses are now incompatible with the General Plan. The new zoning standards shall be developed starting in 1992 by the Community Development Department, and financed by the General Fund, to the extent available. Implementation of the General Plan and Zoning Ordinance are ongoing programs in the City.

Consistency Reviews

After adoption of the revised General Plan and other General Plan amendments, the City needs to review the Zoning Ordinance and Zoning Map for consistency with the General Plan land use policies. Also, it shall review existing City ordinances for consistency with the General Plan land use policy and evaluate the consistency of proposed ordinances with the General Plan prior to adoption. The primary consistency review will be initiated in 1992 by the Community Development Department. It will be financed through the General Fund, to the extent available.

Development Review

The City shall continue to review proposed projects for compliance with existing City ordinances before the projects are approved. Pre-application meetings with developers are encouraged to help inform developers of City requirements and standards before beginning the formal application process. This will establish a cooperative relationship between the City and the developer, and help to promote the development of quality projects.

During the application process, the City shall continue to analyze the potential environmental impacts of a project, as required by the California Environmental Quality Act (CEQA). This includes the evaluation of impacts on earth, air quality, water quality, plant and animal life, noise, light and glare, natural resources, risk of upset, land use, population, housing, traffic, public services, energy, utilities, human health, aesthetics, recreation, and cultural resources. Mitigation measures shall be developed for identified adverse impacts and made as conditions of approval for the project. A mitigation monitoring program shall also be developed to ensure mitigation measures are implemented. This is an ongoing program by the Community Development Department, as financed through the General Fund and through development application fees.

Design Guidelines

The City shall develop design guidelines for new development and make copies readily available to developers. The guidelines shall outline the general principles of design and planning that the City would like to see in projects. This may include architectural treatments and styles, building facades, public spaces, parking lot layouts, landscaping concepts, grading techniques, buffers, exterior lighting, signs, utility areas, setbacks, compatibility with adjacent structures, and other design characteristics. Because of overcrowding problems in the City, larger dwelling units through incentives shall be explored. The guidelines shall be used in the design review of proposed developments. They will promote quality development and reduce City development review time. The Community Development Department shall develop the guidelines in 1993.

Community Participation

The City shall continue to encourage community participation in all city programs. It shall encourage residents to attend City Council and Planning Commission meetings or keep them informed of City programs and activities. Active community participation provides the City with information on the concerns and interests of residents and helps the City develop programs that are more responsive to these needs. Community participation also raises the level of awareness of residents and tends to encourage cooperation with City programs. It can even promote voluntary efforts for the improvement of the community. This is an ongoing activity by the Community Services Department and financed by the General Fund.

Promotional Campaign

Because development in the City depends primarily on private investment, it is important that the City work with area developers and investors to promote land recycling and rehabilitation projects. The City shall encourage new investment in the City through promotional campaigns to local developers and businesses. It shall also encourage the development of high quality housing on vacant and underutilized lots by disseminating information on the development potential of individual lots in the City. The Community Development Department and the Redevelopment Agency shall establish this program in 1994 with the General Fund and redevelopment funds, to the extent available.

RESIDENTIAL AREAS

The preservation of residential neighborhoods in the City can be accomplished through the provision of support services and infrastructure that are necessary to provide a comfortable and interesting community life to residents. Aside from the programs above (Rehabilitation, Code Enforcement, Design Guidelines, Community Participation and Redevelopment), other programs to achieve the policies regarding the City's residential areas are discussed below.

Beautification Program

The City shall initiate a Beautification Program for the City's residential neighborhoods. This will involve the removal of graffiti, landscape installation, tree planting, trash removal, regular yard upkeep, and other activities that will help improve the aesthetic quality of public places and private yards in the City. It may include a more active program of City maintenance of existing sidewalks and parkways, along with volunteer efforts for day-long "cleaning" projects, and individual maintenance of street trees abutting each property. Also, the City shall encourage the landscaping and maintenance of residential front yards along heavily used streets such as Santa Ana, Clara and Wilcox Streets. The beautification program shall be initiated in 1993 by the Department of Community Services and funded by the General Fund, to the extent available.

Home Ownership Program

The City has a very high rental population. Almost 80 percent of the housing stock is occupied by renter households. This may be contributing to the low citizen participation in City programs and the disregard for property. The City shall encourage the development of single family residences for home ownership rather than rental purposes. This may be promoted by assisting local residents to buy their dwellings through the formation of a resident association or with the help of local non-profit agencies. This program shall be established by the Community Services Department in 1995 and financed with the General Fund. The Redevelopment Agency shall use redevelopment funds for this program, to the extent available.

Public Service Provision

The City shall continue to coordinate the provision of the necessary public services (sewer, parks, storm drainage, fire protection, police protection, and other city services) to all areas of the City, in order to maintain and support existing developments. Because of the costs associated with service provision, the City shall regularly review facility fees and charges to ensure that they are equitable and reflect the costs associated with the service provision for new developments. Also, it shall request local law enforcement officials and the County Fire Department to review proposed development plans. In this way, local law enforcement officials and the Fire Department can recommend measures that will decrease the potential for fire and crime and facilitate emergency response. Public service provision and inter-department review is an ongoing program by the Community Development Department and the Department of Community Services and funded by the General Fund, to the extent available.

Recreation Areas

The provision of recreation areas will enhance the quality of life. With the high density developments in Cudahy and the lack of vacant land for parks, it is important that individual residential projects provide public or private open space areas for recreational use. The City shall continue to require the provision of recreational areas within multi-family developments. The Community Development Department is implementing this program with funding from developer fees and the General Fund.

Truck Traffic

Truck traffic from industrial areas in the City and surrounding communities leads to congestion and safety concerns in Cudahy's residential neighborhoods. The City shall discourage trucks and through traffic from using residential streets by posting signs on designated truck routes. The Department of Building and Public Services will begin this program in 1994 with the General Fund, to the extent that resources are available.

COMMERCIAL AREAS

The City's commercial areas need to be consolidated and interrelated to promote shopping at a variety of stores. Rehabilitation efforts need to be increased to make the area a more attractive commercial destination and to increase the economic base of the City. Programs for Cudahy's commercial areas are discussed below.

Business Development

It is in the City's best interest to be involved in the revitalization of businesses in Cudahy. It shall encourage local businesses and developers to invest in commercial developments along Atlantic Avenue through promotional materials to area chambers of commerce and other business organizations. This may lead to private rehabilitation projects and the acceleration of commercial revitalization in the area. The Redevelopment Agency shall initiate this program in 1994 with redevelopment funds, to the extent available.

Development Review

With the standard development review process discussed earlier, proposed commercial developments shall be subject to site plan, design and environmental review. Compliance with parking, landscaping, lighting and other standards will be examined, as well as the project's impacts on traffic, air quality, adjacent uses and public services. This is an ongoing program by the Community Development Department as financed by the General Fund, to the extent available.

Buffers

The City shall develop standards for the buffering or landscaping of proposed commercial developments where they abut residential uses, to help prevent impacts from traffic, noise, and light. The buffering requirements would be incorporated into the development review of proposed projects. The Community Development Department shall implement this program in 1993 through conditions of approval on new developments.

Street Improvements

The City shall study the advantages and disadvantages of constructing a raised landscape median strip along Atlantic Avenue to improve traffic flow and safety in the City. This program shall be implemented by the Department of Building and Public Services in 1993 and financed by the General Fund and gas tax funds.

Atlantic Avenue Plan

Atlantic Avenue is the only commercial corridor in the City and serves as the main entryway to the City. The City shall work with local businesses to develop a building facade plan for Atlantic Avenue. This may require technical and financial assistance from the Redevelopment Agency. The Atlantic Avenue Plan shall be initiated in 1995 by the Redevelopment Agency and funded by redevelopment funds, to the extent available.

Sign Ordinance

The City shall implement the sign ordinance to limit visual clutter in the City. This applies primarily to the commercial uses on Atlantic Avenue. Non-conforming signs shall be identified and termination periods set for the future elimination of these signs. The Community Development Department shall be responsible for implementing this program, which will be started in 1992 with the General Fund, to the extent available.

INDUSTRIAL AREAS

Industrial areas in the southern section of the City have been designated as Commercial Manufacturing to allow both commercial and industrial developments. This will encourage the recycling of land for commercial uses or light industry and the strengthening of the City's economic base. The programs that will promote rehabilitation and recycling of industrial areas include redevelopment, code enforcement, design guidelines, development review and non-conforming uses, as discussed above. Other programs are provided below.

Industrial Development

Together with promotional campaigns and business development, the City shall encourage light industrial developments in Cudahy through promotional and informational campaigns to major developers and investors. The City shall also inquire into companies needing small warehouses and other non-technical industries and encourage them to locate in Cudahy. This can lead to the redevelopment of older industrial uses in the City, the removal of negative impacts on adjacent uses and the increase in employment opportunities. This program shall be initiated in 1994 by the City Manager and the Redevelopment Agency with redevelopment funds and the General Fund.

Industrial Rehabilitation

In order to promote the rehabilitation of smaller and older industrial land use in the City, the Redevelopment Agency shall provide the necessary technical support and incentives. It shall also submit the names of small local industries, who could benefit from equipment or industrial process modernization to the SCAQMD for the distribution of information regarding compliance with Regulation 13. This program shall be started in 1993 by the Community Development Department and funded by the General Fund. The Redevelopment Agency shall work with the City and property owners to promote the rehabilitation of smaller and older industrial land uses in Cudahy.

PARKS AND RECREATION

The provision of parks and recreation areas in the City will create opportunities for relaxation, leisure and recreation. They help improve the living environment and make Cudahy a more attractive residential location. They also provide open space areas to lower the density of developments. Programs for the provision and development of parks in the City are discussed below.

Recreational Programs

The City has ongoing recreational programs for residents. They include ongoing sports, classes, excursions and other activities for children, adults and the elderly. The City shall continue to improve recreational facilities and programs at existing parks to better serve residents. This is the responsibility of the Department of Building and Public Services and funded by the General Fund and the Quimby Act.

Parks Master Plan

In order to plan for the development of adequate parks and recreation areas for existing and future residents, the City shall develop a Master Plan for Parks and Recreation. The plan shall identify potential park sites, needed park improvements, sources of funding, parks

acquisition program and cooperative agreements with other agencies in park development. All future park facilities shall be developed in accordance with the plan. The Parks Master Plan shall be developed in 1993 by the Parks and Recreation Commission and the Department of Community Services, and shall be funded by the General Fund, to the extent available.

Joint Use Agreements

School sites provide potential sources of recreational facilities. The City shall work with the LAUSD in making school facilities available for public use after school hours. It shall also establish joint use/maintenance agreements with the LAUSD for future recreational facilities, where appropriate. This program shall be initiated by the Department of Community Services whenever the opportunity presents itself and will be funded by the General Fund, to the extent available.

Park Designation

The Land Use Plan designation existing City parks as Public areas. This will help prevent the conversion of parks to other urban uses. The City will continue to designate public parks and open space areas in the Land Use Plan as they are acquired and/or developed to prevent their change to other uses. This will be the responsibility of the Community Development Department and funded by the General Fund, to the extent available.

PUBLIC SERVICES

Public services to serve existing and future developments will continued to be provided by the City. Specific programs to achieve this goal are discussed below.

School Services

The Los Angeles Unified School District (LAUSD) provides educational services to the City of Cudahy and surrounding areas. The City shall coordinate with the LAUSD on the provision of school services in the area. It shall inform the LAUSD of proposed developments to permit LAUSD to determine the future impacts on school services and the measures needed to maintain the services offered by LAUSD to city residents. This is an ongoing program by the Community Development Department and is funded by the General Fund, to the extent available.

The City shall also promote continuing education programs at the LAUSD for area residents. It shall have copies of school requirements, schedules and contact persons readily available at City Hall. This will be implemented by the Department of Community Services in 1992 and funded by the General Fund.

Police and Fire Protection Services

The City shall regularly review the adequacy of police/law enforcement services and fire protection and emergency services and work with local law enforcement officials and the County Fire Department to amend any identified deficiencies. Law enforcement officials and the Fire Department shall be requested to review proposed development plans. In this way, they can recommend measures that will decrease fire potential and crime and facilitate police response. This program is ongoing and performed by the Department of Community Services and Community Development. It is financed by the General Fund, to the extent available.

Library Services

The City shall plan for expanded library services in cooperation with the County Library. This shall be initiated in 1994 by the Department of Community Services through the General Fund, to the extent of available resources.

Service Capacity

The City shall develop a system for service capacity monitoring to ensure that adequate utility capacity exists to accommodate new developments. This may include requiring service commitment letters from utility companies prior to development approval. It shall coordinate with the County Sanitation District and the County Department of Public Works on sewer and storm drain line capacity and utilization. It shall also establish a monitoring network with the local water companies for water service requirements. Garbage collection services in the City shall also be monitored for adequacy. This program will be implemented by the Community Development Department and the Department of Building and Public Services. It will be funded by the General Fund, to the extent available.

Capital Improvement Program

Public works and infrastructure improvements in the City are planned through a Capital Improvement Program which sets priorities and funding for needed for infrastructure projects. The City shall continue to prioritize infrastructure and public service projects in its Capital Improvement Program. This program is coordinated by the Department of Building and Public Services and financed by the General Fund, to the extent available.

Civic Center Maintenance and Relocation

The City shall continue to maintain the Cudahy Civic Center in order to provide public services to city residents. At the same time, it shall explore potential sites along Atlantic Avenue for the relocation of the Civic Center and conversion of the existing building into

a recreation building. This program shall be implemented by the Department of Building and Public Services. General Funds shall be used for implementation costs, to the extent available.

Water Companies

The City shall explore the feasibility of joining the three water companies serving Cudahy. This may create greater efficiencies and standardization in water services. A more aggressive water conservation program can also be developed with a single entity or when cooperative agreements between the companies are in place. The City may also consider the feasibility of acquiring the water companies, as a means of coordinating local water services. This program shall be initiated by the Department of Building and Public Services in 1994 through the General Fund, to the extent available.

Institutional Reuse

The City shall encourage area schools, churches, libraries and other institutional uses which are declared surplus or are determined to be no longer needed, to be reused as other needed institutional uses. This will allow the City to maintain public areas that serve local residents. This program shall be implemented by the Community Development Department starting 1992 and will be financed by the General Fund, to the extent available.

Utility Line Undergrounding

The City shall continue to require new utility lines to be underground and shall work with utility companies for the undergrounding of existing overhead utility lines. This program shall be made in accordance with Rule 20 A of the Public Utilities Commission. It shall be initiated in 1993 by the Department of Building and Public Services and funded by the Rule 20 A fund and the General Fund, to the extent available.

ECONOMIC DEVELOPMENT

Economic development in the City of Cudahy can be achieved through programs which encourage private spending and investment in local businesses. The City can attract a larger population into the area by improving the availability, convenience, attraction, and range of services provided by local merchants. Also, an aggressive advertising campaign on the presence of businesses in the City will increase patronage of Cudahy businesses. Programs for economic development include Business Development, Atlantic Avenue Plan, Industrial Development, rehabilitation programs, and other programs discussed earlier, as well as the ones listed below.

Atlantic Avenue Association

To promote the interests of commercial businesses along Atlantic Avenue, the City shall encourage local businesses to form an Atlantic Avenue Association for the revitalization of the area. The association shall consist of local businessmen and city staff. They shall formulate programs for the improvement of the Atlantic Avenue corridor and the increase in business activity in the area. This program shall be initiated by the Redevelopment Agency in 1994 with the use of redevelopment funds, to the extent available. Assessments may also be levied on participating businesses to finance public improvements such as parking facilities, benches, trash receptacles, street lighting, decorative parks and fountains and to promote activities that benefit businesses along Atlantic Avenue.

Business Fund

The Redevelopment Agency is authorized to establish a fund to assist in business development in the City. The fund shall be used for the economic equivalent of low interest loans and grants for facade improvements, small business development, expansion and rehabilitation projects and other activities which will promote the commercial revitalization of the City. This program shall be initiated in 1994 with the use of redevelopment funds.

Atlantic Avenue Improvements

The City shall identify capital improvement projects needed along Atlantic Avenue and include them in the City's Capital Improvement Program or make them part of the Atlantic Avenue Plan, street improvements or other projects developed by the Atlantic Avenue Association. This program shall be implemented by the Department of Building and Public Services with financing from the General Fund or through assessments to Atlantic Avenue businesses.

Job Training

The City of Cudahy, along with five other cities has established a joint powers agency, Hub Cities Consortium. This agency offers job training and advisory services to area residents to help them develop marketable skills and find appropriate employment. This program is administered by the Commission on Education and funded by the federal funds.

SECTION 3: HOUSING ELEMENT

INTRODUCTION

The Housing Element of the *Cudahy General Plan* addresses the housing needs of the City. The primary focus of the Housing Element is to encourage the provision of suitable housing for City residents and to protect the vitality of existing residential neighborhoods. The goals and policies of the Cudahy Housing Element address two main issues: the promotion of new housing development and the maintenance and improvement of existing housing units. Through its housing program, the City will improve the quality of existing housing and encourage the production of new housing types to meet residents' needs.

Cudahy is primarily a residential City. Furthermore, the majority of the City is zoned for higher density residential. Also, there is a large number of mobile home parks in the City which the City is committed to maintain. Cudahy is one of the most densely populated cities in the region. In 1990, the City had 22,817 residents within a 1.07 square mile area. The City's residents are largely very low income and many are recent immigrants to the area. Many housing units are 30 to 40 years old and illegal housing units and hotel/motel and garage conversions are common. There are many other housing concerns in the City of Cudahy. The Housing Element looks into the housing problems of the City and seeks to provide solutions to improve future housing conditions.

The Housing Element has been designed to address key housing issues in the City. These issues include the need to rehabilitate the existing housing stock, the development of new housing to relieve overcrowding and the maintenance of affordable housing for low income households, special needs households and overpaying households. This Element is being updated as part of the comprehensive revision of the Cudahy General Plan. It has been developed in accordance with the proposed Land Use Plan. All goals and policies in the General Plan were also reviewed concurrently to ensure consistency between the Elements.

In order to identify the housing needs of the City, a Housing Element Profile Report has been developed. The Profile Report discusses the housing needs of Cudahy through the characteristics of the population, households, and housing in the City, population and employment growth trends, and an analysis of groups which may have special housing needs. The Profile Report also discusses the City's housing stock, land available for residential development, and facilities that support existing residential communities. By matching its resources with housing needs, the City will be able to identify households or groups which do not have adequate housing. The affordability of the housing stock in relation to household income, the capacity of the City to accommodate future residents, and other housing concerns are also recognized. The discussion of governmental, economic and physical constraints to the development of housing and opportunities for energy conservation further expand on the factors that affect housing costs and production.

The goals and policies of the Housing Element have been developed to address the needs identified in the Profile Report. The City recognizes that it is responsible for the accommodation of future household growth in the region and the development of affordable housing. It also knows that there are many problems in Cudahy that have to be addressed. As such, substandard housing units need to be rehabilitated and improved along with the development of new housing. The City is continuously seeking to meet the housing needs of its residents and to accommodate its share of regional housing. This will accomplish both state and local housing goals.

There is a long road towards the provision of housing needs in the City. Some constraints may be removed by the City, but others require private investment, resident participation, and new funding sources. For the five-year planning period, this Housing Element outlines ongoing and planned programs that will help meet part of its housing goals. The Element has also been made consistent with the Comprehensive Housing Affordability Strategy (CHAS) which the Los Angeles County Community Development Commission has established for all participating cities.

The Housing Element fulfills the requirements of the State Planning and Zoning Law and the regulations of *Section 65580-65589.5 of the California Government Code*. State law is very specific on the content of the Housing Element and makes it clear that the provision of affordable housing is the responsibility of all local governments. It expects the City to have its fair share in the development of regional housing needs and to contribute to the attainment of State housing goals. The scope and content of the housing Element requirements and the corresponding page are outlined in Table 3-1.

TABLE 3-1 HOUSING ELEMENT REQUIREMENTS		
California Government Code, Section 65583		Cudahy Housing Element Section
(a)	Needs Assessment and Inventory of Constraints and Resources	
	(1) Population and employment trends	Profile p. 3-1 & 3-11
	(2) Household and housing stock characteristics	Profile p. 3-7 & 3-13
	(3) Land inventory and analysis of infrastructure	Profile p. 3-36
	(4) Governmental constraints	Profile p. 3-27
	(5) Nongovernmental constraints	Profile p. 3-34
	(6) Special housing needs	
	■ Female-headed households	Profile p. 3-8
	■ Overcrowding	Profile p. 3-7
	■ Farm workers	Profile p. 3-9
	■ Elderly	Profile p. 3-9
	■ Handicapped	Profile p. 3-5
	■ Homeless	Profile p. 3-6

TABLE 3-1 HOUSING ELEMENT REQUIREMENTS	
California Government Code, Section 65583	Cudahy Housing Element Section
(7) Energy Conservation (8) Federally-subsidized Housing	Profile p. 3-35 Profile p. 3-22
(b) Statement of Goals, Quantified Objectives, and Policies	Element p. 3-4 & 3-21
(c) Five-Year Housing Program	Element p. 3-9
(1) Adequate sites (2) Assist development of affordable housing (3) Remove governmental constraints (4) Conserve existing housing stock (5) Promote equal access to housing (6) Preserve Low-income housing	Element p. 3-11 Element p. 3-14 Element p. 3-14 Element p. 3-16 Element p. 3-19 Element p. 3-15
(d) Description of Public Participation Program in the formulation of Housing Element goals, policies, and programs.	Element p. 3-19
California Government Code, Section 65584	
(1) A description of the Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments.	Profile p. 3-21
California Government Code, Section 65588	
(a) Review of past element.	Profile p. 3-38
Source: State of California Office of Planning Research	

HOUSING ELEMENT GOALS AND POLICIES

The City's housing goals have been developed to respond to the key housing related issues facing the City. As summarized in the Profile Report, Cudahy is experiencing a very high demand for housing. This is manifested by the low vacancy rate, the creation of illegal housing units, and the doubling-up of households in individual units resulting in overcrowding. The lack of housing has led to increases in rents and prices, which go beyond the affordability of its low-income residents. This problem is compounded by the lack of available land and the overcrowding and illegal housing units.

The age of the housing stock reflects the need for maintenance. The conversion of illegal units and overcrowding also leads to maintenance problems and the need to rehabilitate units to maintain safe and decent housing conditions. Substandard and unmaintained housing units soon show external signs of neglect and deterioration. Housing maintenance

and neighborhood preservation efforts in Cudahy will be increased through the housing program. With all these, the City acknowledges that individuals with special housing needs may not find appropriate housing in Cudahy. Thus, equal access to housing is also a major goal.

The following goals and policies are formatted to respond to the following issue areas:

- Housing Availability
- Housing Affordability
- Housing Maintenance and Conservation
- Neighborhood Preservation
- Equal Access to Housing

Detailed descriptions of each program that will effectively implement the underlying policies are provided in the next section (Housing Programs).

Issue: Housing Availability

Population growth due to natural increases and in-migration has led to an increasing need for housing in Cudahy. Low vacancy rates and second units on single-family lots reflect this high demand. New housing development will help meet this need and provide residents with greater opportunities to find appropriate and adequate housing.

Goal 1 Improve the housing supply and the choice of housing opportunities through private investment and, where necessary, through public action and financing.

- Policy 1.1 Encourage future investment in the City's housing stock.
- Policy 1.2 Evaluate the factors affecting housing costs and examine ways to reduce housing costs where governmental action is appropriate.
- Policy 1.3 Support the development and use of new techniques in housing design, construction and development.
- Policy 1.4 Promote the development of attractive and safe housing to meet the community's needs.
- Policy 1.5 Provide prompt processing of housing construction applications through standardized development requirements and centralized processing.
- Policy 1.6 Encourage the assemblage and consolidation of existing small parcels in areas which permit higher density development. Larger parcels can better

accommodate increased density housing, through a more efficient use of space resulting in more on-site amenities and greater use of open space.

Policy 1.7 Recognize the changing trends and patterns in the community and encourage a broad range of housing types to meet these needs.

Policy 1.8 Work with the appropriate service providers to develop and coordinate programs to assist in the conservation of affordable housing and to serve the homeless population.

Issue: Housing Affordability

A major segment of the City's population are low-income households. Coupled with high demand and market rate housing, it has led to overpaying, overcrowding, and illegal housing units. Affordability is a major concern in Cudahy.

Goal 2 Promote affordable housing and shelter for all economic segments of the community.

Policy 2.1 Promote all State, regional and local practices and plans that support housing availability for all economic segments of the population.

Policy 2.2 Promote local housing services to ensure federal, state and local housing programs are available to assist the private sector in obtaining funds for housing development.

Policy 2.3 Utilize Community Development Block Grant funds to develop housing, expand economic opportunities through commercial development, improve community facilities and services, prevent deterioration of the housing stock, and redevelop residential areas.

Policy 2.4 Inform residents of the availability of housing assistance programs and community services available in the area (such as Section 8 certificates and vouchers).

Policy 2.5 Encourage variety in the supply of housing at costs affordable to the various income levels of the population.

Policy 2.6 Solicit State and Federal funds for new housing development.

Policy 2.7 Work towards the conservation of existing subsidized housing for low and moderate income families.

Issue: Housing Maintenance and Conservation

The City of Cudahy is primarily a residential community and has provided housing to the County's very low, low, and moderate income households. Without maintenance and conservation, the City's housing stock can go into disrepair or be replaced with more expensive housing. To prevent displacement and the deterioration of housing and neighborhood quality, the City needs to promote the rehabilitation of existing housing units.

Goal 3 Support and provide incentives for the maintenance and rehabilitation of the existing housing stock.

- Policy 3.1 Encourage, support, and provide incentives for the maintenance, conservation and revitalization of existing residential units.
- Policy 3.2 Explore strategies and programs that will be effective in reducing the costs incurred by the homeowner for rehabilitation.
- Policy 3.3 Encourage relocation assistance for displaced persons living in rentals undergoing rehabilitation and/or reconstruction.
- Policy 3.4 Continue residential rehabilitation programs and provide technical assistance to property owners as needed.
- Policy 3.5 Encourage prompt rehabilitation or demolition and replacement of vacant and abandoned properties.
- Policy 3.6 Actively engage in identifying substandard and deteriorating housing in Cudahy and take appropriate actions to correct these deficiencies, such as initiating rehabilitation, maintenance, or replacement programs.
- Policy 3.7 Promote housing rehabilitation and conservation through public education and awareness programs.
- Policy 3.8 Encourage property maintenance to promote quality design, public safety, and to promote energy conservation.
- Policy 3.9 Work with the County or non-profit agencies in conserving existing low-income housing units and subsidized housing projects.
- Policy 3.10 Preserve existing single-family, lower density residential neighborhoods.

Issue: Neighborhood Preservation

Neighborhood quality is dependent on street and property maintenance, the availability of services and infrastructure and the residents' sense of community. By improving neighborhood quality, the City of Cudahy can create stability in the resident population and pride in its people.

Goal 4 Encourage development of a viable urban community consistent with orderly growth and environmental conservation to provide suitable living environments, with access to employment, community facilities, and services.

- Policy 4.1 Preserve the existing residential neighborhoods and provide areas to accommodate new residential development.
- Policy 4.2 Coordinate regional and local public works and capital improvement programs in declining neighborhoods and in neighborhoods experiencing increased population due to redevelopment or land conversion activities.
- Policy 4.3 Provide the necessary public services and infrastructure to residential areas and locate new housing developments where availability of public facilities and services is assured.
- Policy 4.4 Encourage the application of high quality urban design standards to create safe, attractive, functional housing units and neighborhoods.
- Policy 4.5 Conserve existing residential areas and prevent the intrusion of incompatible uses into the neighborhoods.
- Policy 4.6 Encourage continued and new investment in the established residential neighborhoods in Cudahy.
- Policy 4.7 Increase property maintenance efforts by code enforcement to improve the overall appearance of the residential neighborhoods, thus maintaining property values in the City.
- Policy 4.8 Identify the best possible locations and development standards for residential development and encourage a high quality environment for family life.

Issue: Equal Access to Housing

Discrimination can prevent households with special needs or certain characteristics from obtaining appropriate housing. The City of Cudahy seeks to eliminate all forms of housing discrimination in order to allow residents to find adequate housing.

Goal 5 Promote equal access and opportunity to housing regardless of race, religion, sex, marital status, ancestry, national origin, or color.

- Policy 5.1 Promote equal access and opportunities to housing through the provision of consumer information, assistance and protection and through citizen involvement in the design and implementation of housing programs.
- Policy 5.2 Explore procedures for fair and equitable treatment of the parties in housing contracts, such as buyer-seller and landlord-tenant agreements.
- Policy 5.3 Encourage citizen participation and community involvement in the development and implementation of housing assistance and housing programs in the City. Actively pursue participation on housing issues by the City's elderly and minority populations.
- Policy 5.4 Establish referral agencies to serve low-income households, the homeless, handicapped, elderly households and residents with special housing needs.
- Policy 5.5 Enforce fair housing laws and encourage the use of fair housing counsel services.
- Policy 5.6 Encourage and promote accessible housing for the handicapped. This includes the retrofitting of existing units and the enforcement of the State accessibility standards for new residential construction.
- Policy 5.7 Provide continued cooperation between the City and adjacent cities in the development of regional housing programs and homeless services.
- Policy 5.8 Provide density bonuses for low-income housing projects and senior citizen housing projects.

IMPLEMENTATION PROGRAM

HOUSING PROGRAMS

The quality of housing in the City of Cudahy is a major concern. The Housing Program has been designed to address these needs and to help provide adequate housing to all residents. The housing program revolves around the key issues and housing goals of the City which have been discussed previously.

- Housing Availability - the policies address the existing and future housing needs.
- Housing Affordability - the policies provide housing for the City's lower income households and reduce overpayment.
- Housing Maintenance and Conservation - the policies preserve the existing housing stock and conserve affordable housing units.
- Neighborhood Preservation - the policies are designed to bring stability to the residential neighborhoods and promote community pride.
- Equal Access - the policies are designed to assist special groups find appropriate housing.

Through the policies and programs in this Element, the City of Cudahy will be able to improve the quality of the environment for all residents. By addressing these interdependent issues at the same time, the City hopes to eliminate or slowly reduce its housing problems. The identification of funding sources for individual programs does not exclude the use of other funding sources which may be available.

HOUSING AVAILABILITY

Housing availability refers to the development and provision of housing units to meet existing and future needs of area residents. Housing development can be initiated by the City, private developers or other agencies. The majority of new residential development will be initiated by the private sector because of limited financial resources on the part of the City, State, and Federal governments. Developers will generally provide market rate housing because they see housing development as a financially profitable activity. Housing projects funded by local state and federal agencies are likely to be reserved for low and moderate income households. Specific programs designed to promote new residential development in the City are described in the following section.

Cudahy General Plan Land Use Policy

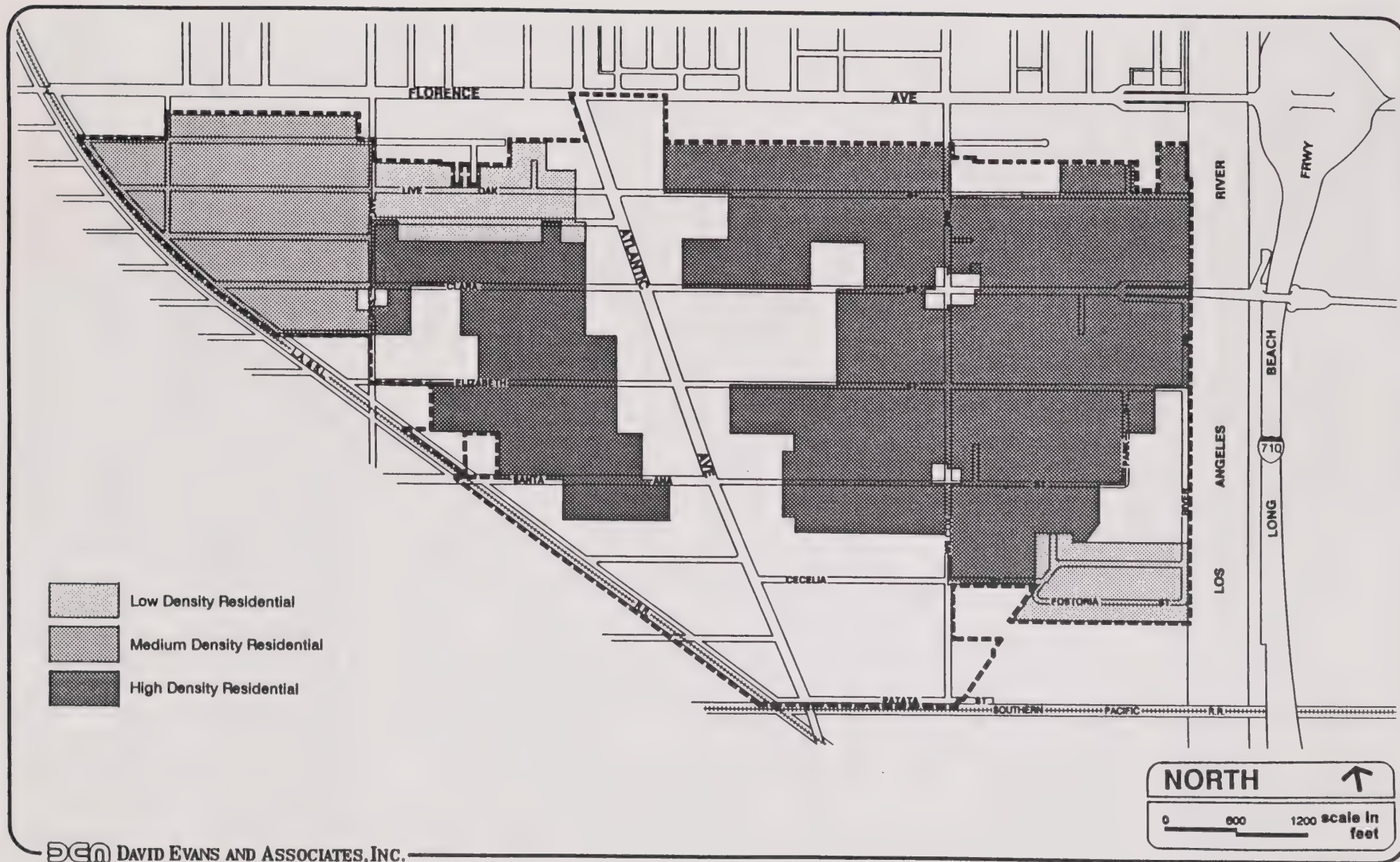
The Land Use Plan of the Cudahy General Plan has been developed to promote new residential development in the City. The Plan has several features which were developed to increase the availability of housing and maintain the existing housing stock.

The Land Use Plan, illustrated in Exhibit 2-1, preserves existing neighborhoods developed largely as single-family neighborhoods. Areas in the City with small lots but designated as multi-family residential will be preserved under the Medium Density Residential designation. Allowable density will remain at 12 dwelling units per acre. It should be noted that the Cudahy Zoning Code refers to acre as the "Cudahy Acre", which is a standard lot with 40,420 square feet. While the Cudahy acre would carry 10 dwelling units, an actual acre would be allowed 12 dwelling units.

Other areas of the City have been designated as High Density Residential and are provided with a sliding density scale which encourages the recycling of existing development and the assembly of lots. The rationale behind the sliding density scale is to permit more density if larger parcels are assembled. The allowable density under this designation has been increased from the base density of 12 dwelling units per acre to a range of 12 to 16 dwelling units per acre (refer to Table 3-2) depending on the size of the parcel. Through these increases in density, the City expects to provide more incentive to recycle underutilized and deteriorating property.

TABLE 3-2 HIGH DENSITY RESIDENTIAL DEVELOPMENT SCALE	
Lot Size	Maximum Density
Less than 1 acre	10 du/ac
1 acre to less than 2 acres	12 du/ac
2 acres to less than 3 acres	13 du/ac
3 acres to less than 4 acres	14 du/ac
4 acres to less than 5 acres	15 du/ac
5 acres and above	16 du/ac

The residential areas in the Land Use Plan, shown in Exhibit 3-1 provides for a buildout capacity of 5,809 dwelling units. This translates to a potential population capacity of 25,211 residents (assuming the 1990 average household size of 4.34 persons per household remains constant). Table 3-3 provides a breakdown of acreage for each residential land use designation and potential housing capacity.



The implementation of the Land Use Plan would result in the construction of up to 5,809 residential units. This figure represents an increase of 393 units or a 7.2% over the existing housing stock. The figure of 5,809 units represents theoretical build-out. Theoretical build-out refers to the development possible if every parcel were developed to the maximum intensity permitted under the General Plan. The 5,809 units can house 25,211 residents at full occupancy. Approximately 200 units are expected to be built in the next 3 years with private investments. Exhibit 3-2 illustrates the past and projected growth in population and how these figures compare to the build-out capacity.

TABLE 3-3 DWELLING UNIT CAPACITY			
Land Use Designation	Acres	Density	Dwelling Unit Capacity
Low Density Residential	36.72	9 du/ac	331
Medium Density Residential	59.62	10 du/ac	715
High Density Residential	<u>297.65</u>	up to 16 du/ac	<u>4,763</u>
TOTAL	393.99		5,809
Source: David Evans and Associates, Inc. 1991.			

Vacant and underutilized sites which are likely to accommodate new housing development in the near future are identified in Exhibit 3-3. Approximately 20 acres in the City is developed with one single-family detached unit on a half-acre or more in lot size. They can accommodate 240 units when redeveloped individually or up to 320 units, if redeveloped in 5-acre parcels. The approximately 11.55 acres of vacant residential land in the City can hold another 124 units, at the minimum. These will provide for the City's identified housing needs. Thus, there is no immediate need for high density residential development sites to help meet the City's housing goals. Past residential development projects in the City have consisted primarily of land recycling, as lots with older single family detached units are replaced with multi-family housing. This was the reason for the building moratorium in 1990. It is primarily due to the limited amount of vacant land in the City (13.2 acres or 1.9 percent) and the economic advantages of multi-family projects on R-3 lots. Thus, it is expected that future development will continue this trend. It is not possible to predict the results of the land assembly incentives. This program is new and developer response is unknown at this time. Thus, estimates of future development are based on the lower end of the density scale.

The City of Cudahy is a very low income neighborhood. According to the RHNA prepared by SCAG, of the City's 5,357 households in 1988, 3,343 households or 62.4 percent were considered low income. Of these, 1,809 households were overpaying for housing. Thus, the other 1,534 low income households (45.8 percent of low income households) were not overpaying for housing. The units occupied by these households may be considered affordable because they are occupied by low income households and their rents are less than 30 percent of the occupying household's income.

While it cannot be identified where these affordable housing units are located, the City may conclude that they include developments with 10 units per acre, as well as those with 12 units per acre (as allowed under the current zoning code). Because of the housing market in Cudahy and the surrounding area, new housing development is expected to meet some of the demand for affordable housing created by low income households in the area, as a function of economic and market forces. These projects can be developed with densities of 10 to 16 dwelling units per acre, as found in the City.

Also, the application of a density bonus for low-income and senior citizen housing projects will increase the maximum allowable density from 16 dwelling units per acre to 20 dwelling units per acre. The provision of subsidies from redevelopment funds and other sources would likewise enhance the City's ability to provide very low income housing at this density.

Also, further increases in density to allow increased residential development is not considered advantageous to the City. High density developments of 25 dwelling units per acre or more will lead to demands on infrastructure and services which cannot be met by existing facilities (sewer, roads, water, storm drain, police, fire, etc.). This will be especially significant on traffic and local circulation, schools of the LAUSD, and police services. Discussion of the constraints posed by existing infrastructure can be found in the Cudahy Redevelopment Plan and its EIR, the Land Use Element and Public Safety Element Profile Reports, and the General Plan EIR.

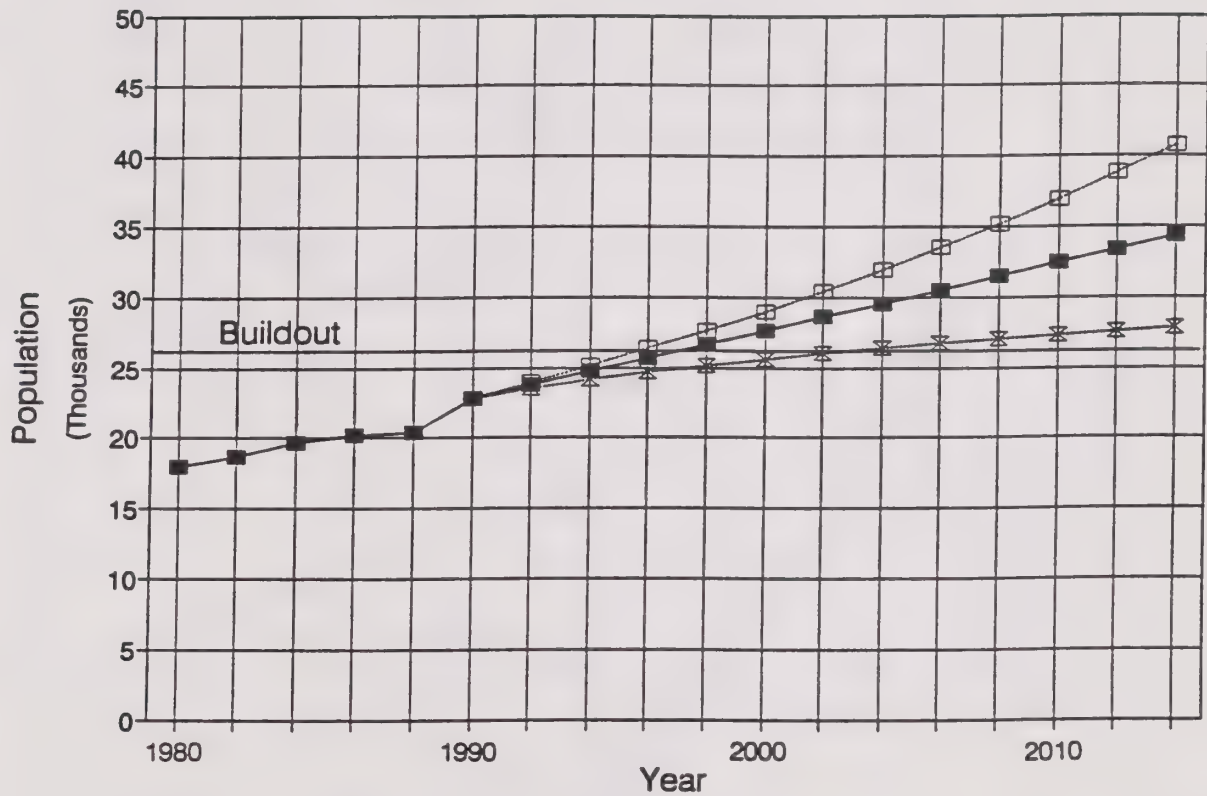
Zoning Ordinance Revision Program

Following the adoption of the General Plan Land Use Policy, the City will be required to revise the Zoning Ordinance.

The City shall develop standards which provide incentives and lower requirements for the assembly of residential lots, as provided in the Land Use Plan. The City's current zoning standards allow a maximum of 12 dwelling units per acre on R-3 lots. As provided in the Land Use Element, the northwest area of the City, with smaller lot sizes, will retain this density limit. The rest of the R-3 zone will be provided a sliding density scale based on lot size as shown in Table 3-2 and its accompanying discussion. It shall revise the zoning ordinance to reflect these standards. The Zoning Ordinance revision will be the responsibility of the Community Development Department and commence in 1992. The program will be financed through the General Fund.

Development Fee Review

The City shall regularly review its permit processing fees to check if they reflect the costs associated with the review process. This fee review will provide a basis for reducing fees which may be posing a constraint to housing production, and at the same time allow the City to recoup costs associated with individual developments. This program shall be initiated by the Community Development Department in 1992 and shall be funded by the General Fund.

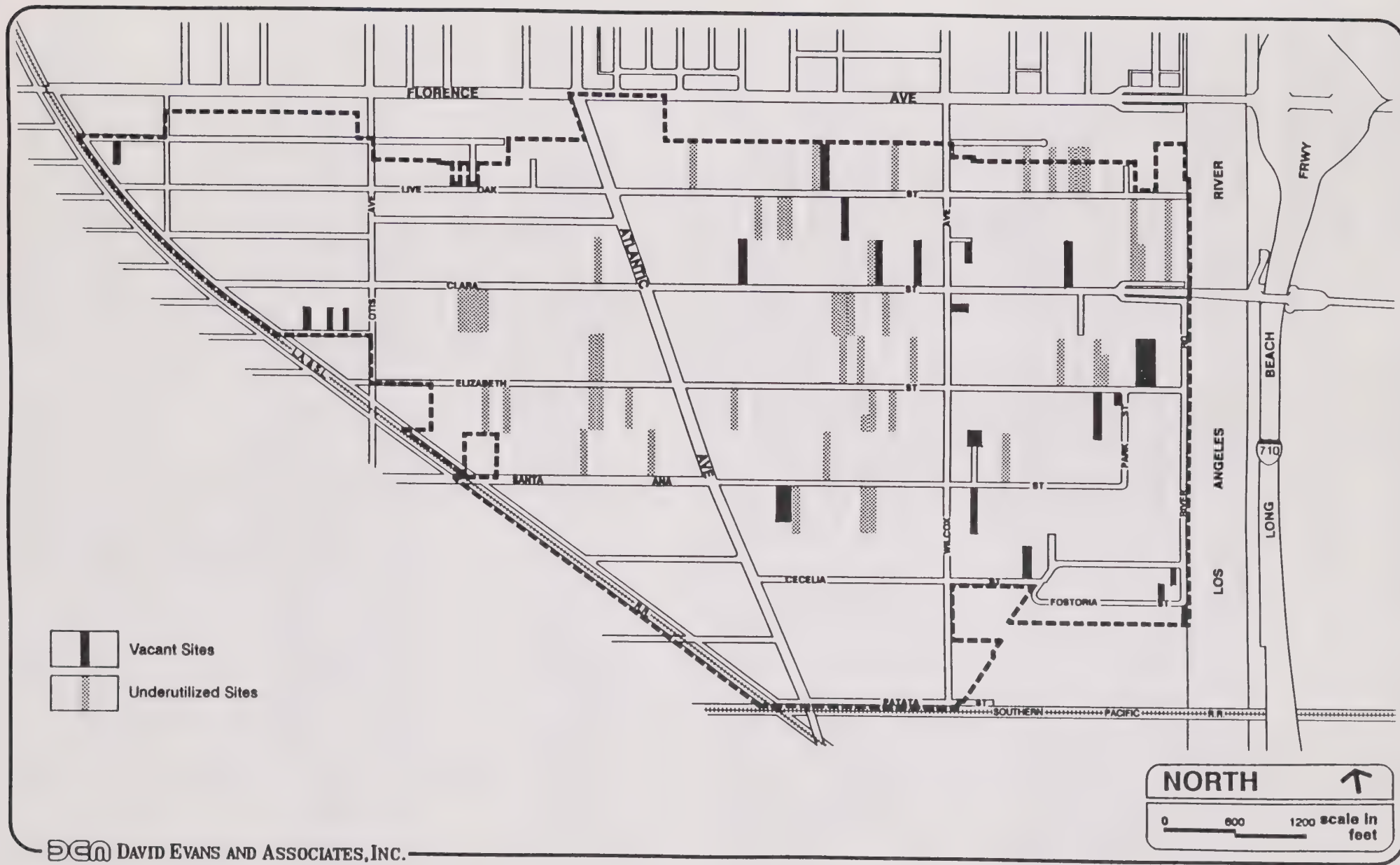


Assumes Historical Growth Rate Continues (Exponential)

Assumes Population Increase Continues (Linear)

Assumes Residential Development is Constrained by Land, Zoning, or Other Factors (Modified Exponential)

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Housing Information Program

To encourage the development of high quality housing on vacant and underutilized lots, the City shall establish a promotional campaign to area developers. The campaign shall promote the City of Cudahy and existing investment opportunities. The City shall work with local business groups (such as the Chamber of Commerce and Building Industry Association) on promoting available incentives to new development. This may be accomplished through networking, formal presentations, brochures, ads, and other promotional materials and activities. Staff will also keep informed of state and federal housing programs and provide information to interested residents and groups. The program will be managed by the Community Development Department and begin in 1993. The program will be funded through the General Fund.

Streamlined Permit Processing

The City shall develop standards which provide incentives, such as streamlined permit processing, density bonuses and lower requirements, for high quality housing projects. These shall include design guidelines for new structures, as well as a standardization of the application requirements to reduce the time and costs associated with development approval. The standards shall include guidelines for the development of a variety of unit types to accommodate different households, especially large units for the City's large households. This program will begin in 1993 under the Community Development Department. The program will be financed by the General Fund.

Second Unit Ordinance

The City of Cudahy allows second units on single-family lots, as required by State law. This has led to second units on most lots in the R-1 Zone and has added to the current housing stock. This is an ongoing program by the Department of Community Development. Its implementation is funded by the General Fund.

Building Moratorium Elimination

The City has a building moratorium on housing development in the R-3 zone that was established in 1990. This moratorium has limited residential projects within the planning period (1989 to 1994) to 157 dwelling units. The City will eliminate the moratorium in July 1992, to promote market-driven housing construction and provide for the City's housing needs through new construction. the Community Development Department will publicize the elimination of the moratorium, with funding from the General Fund.

Development Monitoring Program

The City shall develop a system for assessing the potential impacts from new development. The City will require all new development to undergo an assessment to ensure that adequate infrastructure is available to serve the development. The program will begin in 1993, be financed through the General Fund, and be managed through the Community Development Department.

HOUSING AFFORDABILITY

The City of Cudahy is exploring ways to provide housing that meets the affordability levels of its primarily low-income households. The Streamlined Permit Processing and Second Unit Ordinance programs discussed above will serve to increase housing affordability. Housing assistance programs will also provide low-income households with financial support to pay for market-rate housing. These implementation measures are expected to assist approximately 54 households from 1989-1994.

Manufactured Housing

The City allows manufactured homes and modular units on single-family lots subject to certain conditions, as required by State law. This permits the use of manufactured homes as affordable housing alternatives. Also, the City shall revise the Zoning Ordinance to include density bonuses and other incentives for senior citizen and low-income housing projects. The program will begin in 1992 under the Community Development Department and will be financed through the General Fund.

Affordable Housing Incentives

In order to encourage the development of affordable housing units, the City shall provide developers with incentives and shorten the permit process for low-income and senior citizen housing projects. These incentives may be similar to those awarded for high quality housing projects or developments on larger lots. Or they may involve a different set of parking, open space and density standards which lower the cost of development. By expediting the review process, developers also save money and housing costs can be reduced. By removing constraints to housing production, the City will encourage development and help reduce housing rents and prices. Aside from these, the City shall compile information on available financing mechanisms and federal, state and local programs and agencies that provide funding assistance for housing projects shall be made available to developers. Cooperative ventures with developers on housing projects may also be initiated by the City. The program will begin in 1992 under the Community Development Department and will be financed through the General Fund.

CDBG Information Programs

The City shall continue housing programs on housing development, infrastructure, rehabilitation and job development, as allowed by the CDBG program. The City currently uses its CDBG moneys for the Home Improvement program, fair housing foundation services, code enforcement, senior nutrition program, food distribution program and the development of public facilities. It shall coordinate with the County Housing Authority in implementing programs outlined in the Comprehensive Housing Affordability Strategy (CHAS) for Los Angeles County. The City shall prepare a brochure outlining available housing assistance and rehabilitation programs in the City. The City is not applying for other federal programs, although it has evaluated potential participation in the HOME, HOPE and other housing loan programs of HUD. Housing programs that are available to the City, group or individual, as offered by federal and state agencies, are summarized in Appendix B. It shall distribute these to property owners and make them available at City Hall. The brochure shall encourage residents to participate in the Section 8 housing assistance payments program and the housing voucher program through the Los Angeles County Housing Authority. The program will commence in 1992 under the Community Development Department and be financed by the General Fund.

Housing Conversion Program

The City shall take the lead in coordinating efforts for the preservation of subsidized housing projects in Cudahy. Detailed discussion of these projects is provided in the Housing Element Profile Report. To help conserve the low income units at risk of conversion, the City may provide technical assistance to non-profit groups interested in buying the projects. It may also decide to provide funds (redevelopment set-aside money) for the City to buy it themselves; or, some other form of incentive to keep these units low income. It may aggressively look for an agency to buy the property or help the residents establish an association to buy the project. The City shall initiate talks with the Los Angeles County Housing Authority, the Department of Housing and Urban Development, the California Housing Partnership Corporation, local non-profit agencies, and tenants of subsidized housing projects on discouraging future conversion of low-income housing projects to market rate housing. HUD has stated that they generally evaluate projects that apply for conversion and offer incentives to property owners, in order to preserve these units. The California Housing Partnership Corporation (CHPC) has indicated that it will assist Cudahy in looking for a suitable organization who would take over the subsidized projects in the City, subject to a nominal fee. Recently proposed legislation will allow CHPC to act as a buyer of at-risk projects, as a last resort. Homeaid has expressed interest in buying projects in Cudahy and negotiations with this agency will be continued. Keystone Housing Enterprises has likewise expressed interest in looking at the properties. Ralph Carrico and Associates said they would be interested in Cudahy Garden Apartments when it comes up for sale. Other organizations contacted said they were not interested in either Cudahy Garden Apartments or Elizabeth Street Apartments. The program will begin in 1992 and be managed through

the Community Development Department. The Community Development Director shall monitor the status of all subsidized housing projects and shall work with the City Manager in developing strategies to preserve these projects. Specific projects shall be reviewed for consistency with the goals of the General Plan and other City policies, prior to implementation. Public participation shall be encouraged throughout the process to reflect the needs and interests of Cudahy residents. Financing will come from the Redevelopment Agency, CDBG funds, and the General Fund, to the extent funds are available. Other funding sources that may be available shall be explored, as well.

Inclusionary Housing Program

The City shall explore the feasibility of requiring affordable housing units within new housing developments. This may be promoted by density bonuses and other incentives, coupled with a use restriction on the affordable units. The City may also require developers to provide a minimum percentage of affordable housing or pay fees, dedicate land or establish agreements with other agencies for the construction of affordable units off site. To address Cudahy's overcrowding problems, the City shall include in this study, the available options to requiring or encouraging large dwelling units (2 bedrooms or more) within new development. This may likewise be promoted by incentives to the allowable density and less stringent development standards. The inclusionary housing study shall be initiated by the Department of Community Development in 1993, with funding from the General Fund to the extent of available resources.

HOUSING MAINTENANCE AND CONSERVATION

The City of Cudahy has an ongoing program for the maintenance and conservation of the existing housing stock. There are programs aimed at the conservation of older housing units which are in good condition to maintain the units as affordable housing options. Rehabilitation and property maintenance programs ensure that living conditions are safe and decent for all households. By maintaining the existing housing stock and preventing the creation of substandard housing, the City improves the living environment for present residents. Implementation measures for housing maintenance and conservation are discussed below. Approximately 100 housing units are anticipated to benefit from the City's rehabilitation programs with the next 5 years. Also, approximately 350 mobilehomes will be conserved.

Mobile Home Relocation Program

The City has processed conditional use permits for mobile home parks to allow them as permanent uses. It shall work towards the eventual transfer of these mobile homes into residential neighborhoods. The program will begin in 1992 under the Community Development Department. The program will be financed in part through Redevelopment

set-aside revenue. The location of the existing mobile home parks and possible target areas for their relocation are shown in Exhibit 3-4.

Redevelopment Agency Set-Aside

The City has a 20 percent set-aside fund from redevelopment projects in the area. To the extent that the Redevelopment Agency deposits moneys into its low and moderate income housing fund, such money may be used for the purpose of increasing, improving and preserving the City's supply of low and moderate income housing (units affordable to persons and families of very low, low, or moderate income). It shall use these funds for the rehabilitation of residential areas, the development of new housing, or the conservation of low-income housing. The target areas are shown in Exhibit 3-4. All redevelopment projects have also included the relocation of displaced housing, when dwelling units are affected by redevelopment. This will provide tenant relocation and unit replacement for projects involving residential demolition, mobile home park closure, and major residential rehabilitation. The program is ongoing and managed and financed through the Redevelopment Agency.

Tenant Minor Home Repair Program

The City shall continue to apply for Community Development Block Grants for housing rehabilitation programs in the City. These funds shall be used to offer technical assistance and loans under the Tenant Minor Home Repair program, as well as to implement housing rehabilitation programs which provide low interest loans, grants, and technical assistance to property owners. The program is ongoing and will continue to be managed by the Community Development Department and financed through CDBG funds.

Relocation Assistance

The City shall continue to provide relocation assistance for displaced persons for all public and private development projects, including rehabilitation and code enforcement projects which lead to the displacement of households.

The City shall establish a Beautification and Graffiti Removal Program for its residential neighborhoods. It shall promote housing rehabilitation programs to area residents through advertisements in the local paper. This will include practices that promote energy conservation, waste reduction and recycling, and water conservation, and prevent littering, vandalism, and other forms of property destruction. The program will be initiated in 1992 under the Community Development Department and be financed by the General Fund.

SRO Hotels

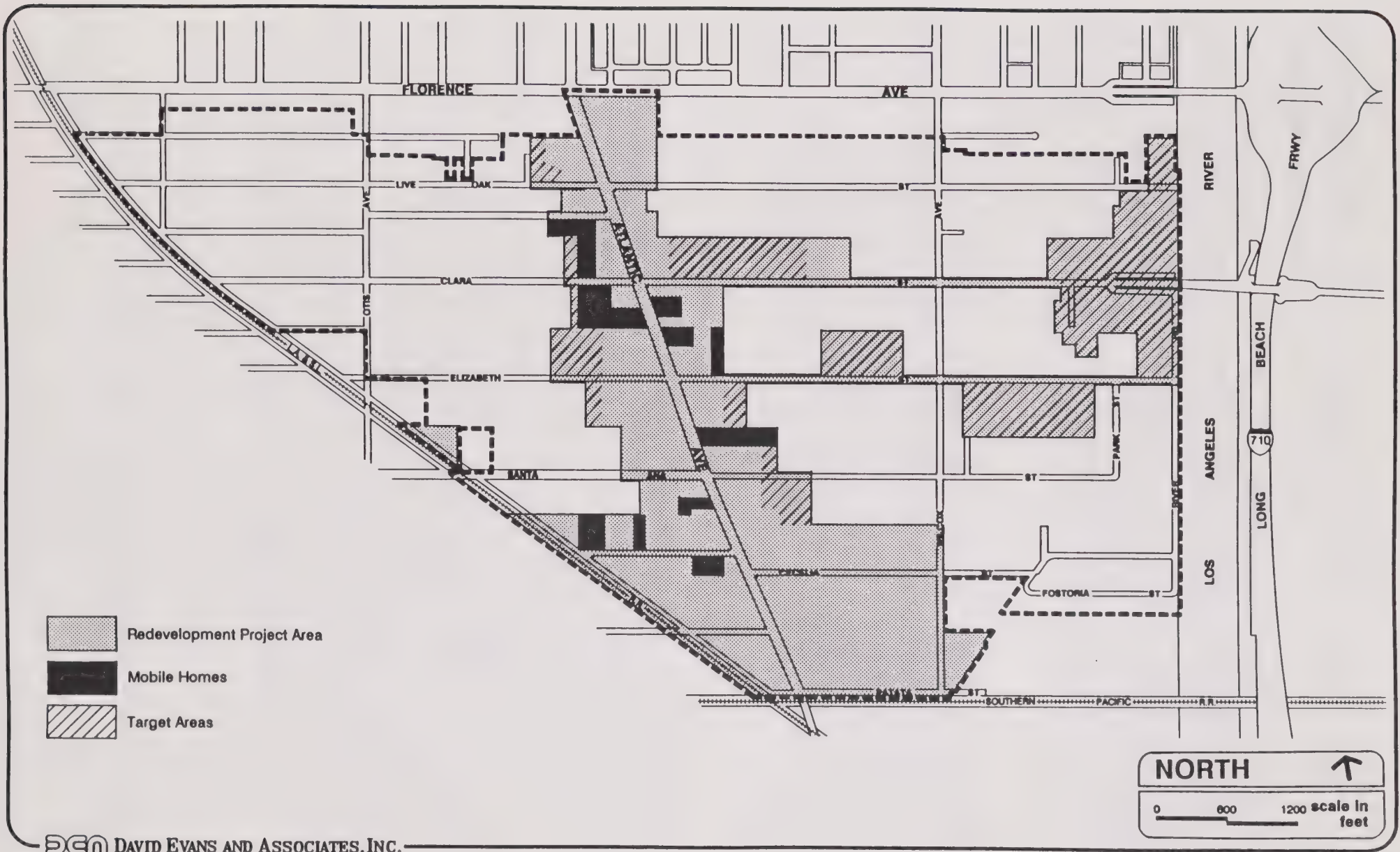
The City shall preserve single-room occupancy (SRO) hotels and strictly enforce ordinances regarding property maintenance and fire and safety standards to safeguard the public health, safety and welfare of tenants. Code enforcement efforts on hotels and motels in the City have led to the upgrading and renovation of two local motels. The City does not allow SRO hotels to be used as permanent housing but will encourage their use as emergency and transitional shelter for the homeless. The regulation on the maximum stay of 30 days by motel guests has abated the use of SRO hotels as permanent housing. The City regularly checks hotel records to ensure that this regulation is followed. To encourage the use of hotels by "homeless" individuals, the City shall work with hotel managers on making rooms available for emergency/transitional housing and shall make community service agencies in the area aware of the facilities. It shall also refer persons in need to these facilities. Vouchers shall be solicited from the hotel, local businesses, charitable agencies and other organizations/individuals to provide short-term stays at the hotels. The 160 rooms available in local hotels is adequate to serve the temporary housing needs of homeless individuals in the area. This program is ongoing and implemented by the Community Development Department. It is funded by the General Fund, to the extent of available resources.

NEIGHBORHOOD PRESERVATION

Neighborhood preservation is seen as a mechanism to increase home-ownership in the City, to promote property maintenance, and to maintain a more stable resident population. By improving public services and infrastructure in existing neighborhoods, the City hopes to provide a more attractive residential environment. Implementation measures that will help achieve this goal are provided below. The City expects to improve neighborhood quality and preserve approximately 50 dwelling units through these programs.

Code Enforcement

The City shall continue code enforcement of nuisances such as inoperable vehicles, property maintenance, substandard units, and illegal garage conversions. It shall identify substandard dwelling units and encourage rehabilitation through the provision of technical support and incentives such as streamlined permit processing, variances to development standards on a case by case basis, waiver of fees or fines if rehabilitation is undertaken within the next three months, etc. Also, it shall actively work towards the rehabilitation of structures which do not meet seismic safety standards and current electrical code requirements. The City shall coordinate with homeowner's associations in the enforcement of CC&R's regarding property maintenance. This program is ongoing and will continue to be financed through CDBG funds.



Housing Cooperating Program

The City shall work with Los Angeles County on the provision of adequate infrastructure and public services in Cudahy. It shall coordinate County and City capital improvement projects. This includes setting priorities for infrastructure and public service projects through the City's capital improvement program. The City shall coordinate with state and regional agencies on addressing planning and environmental issues that affect Cudahy. It shall initiate talks with adjacent cities on potential area-wide strategies to promote jobs/housing balance. The program will begin in 1993 under the Community Development Department. The program will be financed through the General Fund.

EQUAL ACCESS

There are many special needs households in Cudahy that will benefit from programs designed to promote equal access and opportunity to housing. The City intends to minimize difficulties of special needs households in finding adequate housing by providing programs to prevent discrimination or to encourage the production of housing specifically designed for these households. The City of Cudahy will implement a number of measures to provide adequate housing to residents with special housing needs. It anticipates that an average of 200 households per year will receive some form of assistance which promotes equal access and opportunity to housing in the City through these programs.

Public Participation Program

The City encourages community participation in all city programs. Noticing practices in the City include posting information on scheduled public hearings at City Hall, the Cudahy Library, and the Council Chambers at least two weeks prior to the hearing dates. The City also advertises these hearings, as well as other city programs, in the local newspaper (Industrial Post) and in the City newsletter. Both papers use English and Spanish in their articles to reach the primarily Hispanic Community of the area. An interpreter is also available during public hearings to facilitate communication between individuals who only speak Spanish. Brochures at City Hall are available in both English and Spanish versions. Spanish-speaking employees also facilitate the dissemination of information regarding city programs. It shall encourage residents to attend City Council and Planning Commission meetings by increased publicity practices. This will allow the City to get more input into its programs and tailor them to meet the needs expressed by residents. Public workshops have been conducted on the General Plan's revised goals and policies and Draft Land Use Plan to solicit resident concerns. Public hearings will continue to be held prior to adoption of the General Plan, including this Element. This will allow the City to better respond to the concerns and interests of Cudahy residents. This program is ongoing.

Fair Housing Program

The City shall promote the use of the Fair Housing Council of Long Beach through the City newsletter and local papers, and by informing all city employees of the available services for referral. The City shall prepare a list of referral agencies to serve low-income households, handicapped, elderly, homeless, and other special needs groups. It shall make the list available at City Hall, the library and City parks for interested persons. The program will be initiated in 1992 and be managed through the Community Development Department. Financing will be provided through the General Fund and CDBG funds.

Food Distribution Program

The City shall continue the hot meals and food distribution programs. Also, it shall assist public and non-profit agencies which provide support services to special needs populations (the homeless, the elderly, single-parent households, etc.). The food distribution program is ongoing and financed through the CDBG.

Homeless Assistance Program

The City shall continue to provide funds for the Human Services Association to serve the homeless and other special needs groups in the community. It shall also maintain a list of local social services to use as referral sources for residents in need. These services are discussed in the Housing Element Profile Report. This program is ongoing and will continue to be financed through the CDBG.

Bilingual Programs

The City's primarily Hispanic population can create communication problems in certain situations. The City has avoided this by providing information in both Spanish and English in the City newsletter. This is an ongoing program by the Community Services Department. It is funded by the General Fund, to the extent available.

Handicapped Access

The City currently requires new development to comply with State standards for handicapped access. It shall also enforce the recently adopted American with Disabilities Act. This program is implemented by the Department of Building and Public Services with funding from the General Fund.

Senior Shared Housing Program

The City shall establish a program to match senior citizens who are interested in shared housing arrangements. The Senior's Center on Clara Park could serve as an information

center for this program, with a coordinator assigned to promote and facilitate the matching process and monitor the operation success of participants. This shall be initiated by the Community Services Department in 1993, with funding from the General Fund.

QUANTIFIED OBJECTIVES

The quantified objectives of the City by income category are provided in Table 3-4. The City's objective is to assist in the rehabilitation/preservation of 630 units and to allow the construction of at least 232 new units. For the 1989-1994 planning period, 157 dwelling units have been constructed to date. These will account for 67.7 percent of the City's housing objectives for new construction.

TABLE 3-4 QUANTIFIED HOUSING OBJECTIVES				
	Income Category			
	Very Low & Low	Moderate	High	Total
New Construction	97	59	76	232
Rehabilitation	136	18	0	154
Conservation	350	0	0	350
Preservation of Low Income Units	126	0	0	126
TOTAL	709	77	76	862

SECTION 4: TRANSPORTATION ELEMENT

INTRODUCTION

The transportation system in Cudahy consists of a roadway network of highways and local streets, the adjacent Long Beach Freeway, private transportation, and public transit systems. The Long Beach Freeway (State Route-710) is just east of Cudahy. Also, the City's central location in Los Angeles County provides Cudahy with easy access to most parts of the region. Local circulation generally follows a grid pattern, except for Atlantic Avenue which runs north-south at a slight angle and Salt Lake Avenue which follows the curve of the railroad tracks. Atlantic Avenue is the only major highway running through the City. It connects Cudahy to as far north as Alhambra and south to Long Beach. Traffic volumes on most City streets are currently approaching or at maximum capacity and leading to traffic congestion.

Public transit is available through the Southern California Rapid Transit District (SCRTD) and the Cudahy Area Rapid Transit (CART). The Union Pacific Electric Railroad runs along the western edge of the City and the Southern Pacific Railroad runs along the southern edge. Neither railroad line provides freight service to the City.

The Transportation Element of the *Cudahy General Plan* evaluates the existing roadway circulation system and identifies measures for the system to accommodate existing and future traffic volumes. The Transportation Element contains goals and policies for providing an efficient circulation system and a plan for improving the existing network to handle traffic increases due to regional and local growth. The Element includes a Circulation Plan, which provides for a comprehensive circulation system designed to accommodate the projected transportation needs of the City. Other issues addressed in the Element include public transit systems, parking areas and pedestrian safety.

The Transportation Element complies with *California Government Code Section 65302(b)*, which requires that the Transportation Element identify the general location and extent of existing and proposed major thoroughfares, transportation routes and other public utilities and facilities. The Cudahy Transportation Element looks at existing transportation issues in the City through the Transportation Profile Report. The goals, policies, plan and programs of the Transportation Element respond to identified traffic concerns, as well as projected traffic conditions. It provides ways to reduce future traffic volumes and prevent the creation of traffic problems at buildout of the Land Use Plan. Public utilities and facilities are addressed in the Land Use Element.

GOALS AND POLICIES

The goals and policies of the Transportation Element address the major issues identified in the Transportation Profile Report. A primary concern in Cudahy is the adequacy of the existing transportation system to handle existing and future traffic. The capacity and utilization of the existing system raises the need for roadway and traffic improvements and transportation management programs. While the City seeks to accommodate vehicular traffic, it gives the same consideration for pedestrian and motorist safety. The prevention of vehicle-related injury and accidents is another major issue in Cudahy. Cudahy also promotes the use of public transportation and the requirements of adequate parking areas to serve residents and businesses.

Issue: Transportation System

The City's roadway system consists of Atlantic Avenue as a major highway; a number of secondary highways which provide connection to adjacent cities; and several local streets serving the inner residential areas. Major and secondary highways are currently operating at capacity and future increases in traffic volumes could lead to severe congestion on City streets. Improvements to the existing transportation system will help abate any traffic problems that may occur at buildout of the City.

Goal 1 Maximize the efficiency, convenience and safety of the existing transportation system.

Policy 1.1 Encourage motorists to use major streets and avoid short-cuts through local (residential) streets.

Policy 1.2 Work towards a level of service of "D" along Atlantic Avenue.

Policy 1.3 Designate truck routes for commercial and industrial truck traffic.

Policy 1.4 Improve the local circulation system. This may be accomplished by increasing the number of surface streets, widening local streets, extending Alamo Street to Elizabeth Street, developing River Road from Live Oak Street to Clara Street, or other measures.

Issue: Safe Driving Conditions

While the City seeks to provide an adequate circulation system for vehicular traffic, it recognizes that motorist and pedestrian safety is just as important. The provision of safe driving conditions and the protection of pedestrians from vehicular hazards is a basic consideration in transportation planning. This is critical for residential areas, schools sites,

parks, institutional uses, commercial sites, and other areas with a large number of users.

Goal 2 Work to improve roadway conditions and promote safety in the City.

- Policy 2.1 Provide comprehensive and ongoing evaluation of streets and intersections within the City and provide a program for future improvements.
- Policy 2.2 Discourage large trucks and truck through-traffic on local residential streets.
- Policy 2.3 Cooperate and participate with Los Angeles County and adjacent cities in their efforts to reduce unsafe driving conditions and to enforce speed limits and other traffic safety laws.
- Policy 2.4 Promote the use of crossing guards at appropriate school crossing locations for pedestrian safety and to facilitate efficient traffic flow, to the extent of available resources.
- Policy 2.5 Provide convenient, safe, and efficient pedestrian and vehicular access throughout the City.

Issue: Public Transportation

Cudahy's location within the Los Angeles metropolitan area provides the City with a public transit system through the SCRTD. Rail transit systems are also within easy access to the City. This allows Cudahy residents to avail themselves of the convenience and economy offered by the use of public transportation. The City actively promotes the use of public transportation systems to reduce vehicle trips and the associated traffic congestion, pollutant emission, energy use, and noise.

Goal 3 Encourage the expansion of existing public transportation routes and facilities.

- Policy 3.1 Continue to encourage, promote, and expand the use of public transportation including car pools, van pools, and bus services.
- Policy 3.2 Participate in and encourage cooperation among adjacent cities to provide a more reliable public transportation system in the area.
- Policy 3.3 Support the continued development of a regional transportation system that will serve area residents.
- Policy 3.4 Re-evaluate public transportation needs in terms of fixed route buses, when ridership exceeds present services.

Policy 3.5 Continue to use Prop A funds for the operation of a public transit system in Cudahy.

Issue: Parking Areas

The availability of parking areas affects traffic congestion in various ways. The inadequate off-street parking leads to slow-moving vehicles looking for vacant parking space. The provision of on-street parking areas reduces street capacity and adds to traffic congestion. Adequate off-street parking, however, could encourage the use of single-occupant vehicles which, in turn, add to traffic volumes. The City of Cudahy is seeking a balance between a reduction in single-occupant vehicle use and improved traffic flows.

Goal 4 Promote efficient, safe and convenient parking facilities within the commercial areas of the City.

Policy 4.1 Require that parking lots be designed to provide easy access to nearby retail areas.

Policy 4.2 Promote off-street parking in commercial areas to reduce the need for on-street parking along Atlantic Avenue.

Policy 4.3 Encourage existing retail and commercial sites with substandard circulation or parking conditions to upgrade their facilities to established design standards.

Policy 4.4 Require adequate off-street parking for all future residential and commercial developments.

Policy 4.5 Regulate overnight on-street parking and the parking of commercial and recreational vehicles and trucks in commercial areas.

CIRCULATION PLAN

The adequacy of the transportation system can be evaluated by its capacity to handle traffic volumes at buildout of the City. Potential development under the Land Use Plan was used to estimate future trip generation in the City. Exhibit 4-1 shows number of trips that would be generated by land uses at buildout.

With limited vacant land left for new development, land recycling projects will be accompanied by changes in traffic from new land uses and the removal of existing uses. Land recycling is expected to occur throughout the City. This includes the High Density Residential areas, Commercial uses along Atlantic Avenue and Commercial-Manufacturing areas in the south. Minor recycling may occur on Low and Medium Density Residential areas.

The distribution of traffic volumes at buildout were assumed to maintain current proportions throughout the City. A direct 1.5 percent annual growth was factored into existing traffic volumes on major roadways to achieve projected traffic. These streets are the major and secondary highways in the City and two of the more travelled local streets. They are also segments that have been subject to past traffic counts and will provide a basis of comparison for future traffic volumes. Table 4-1 and Exhibit 4-2 shows traffic volumes and roadway levels of service at the year 2010.

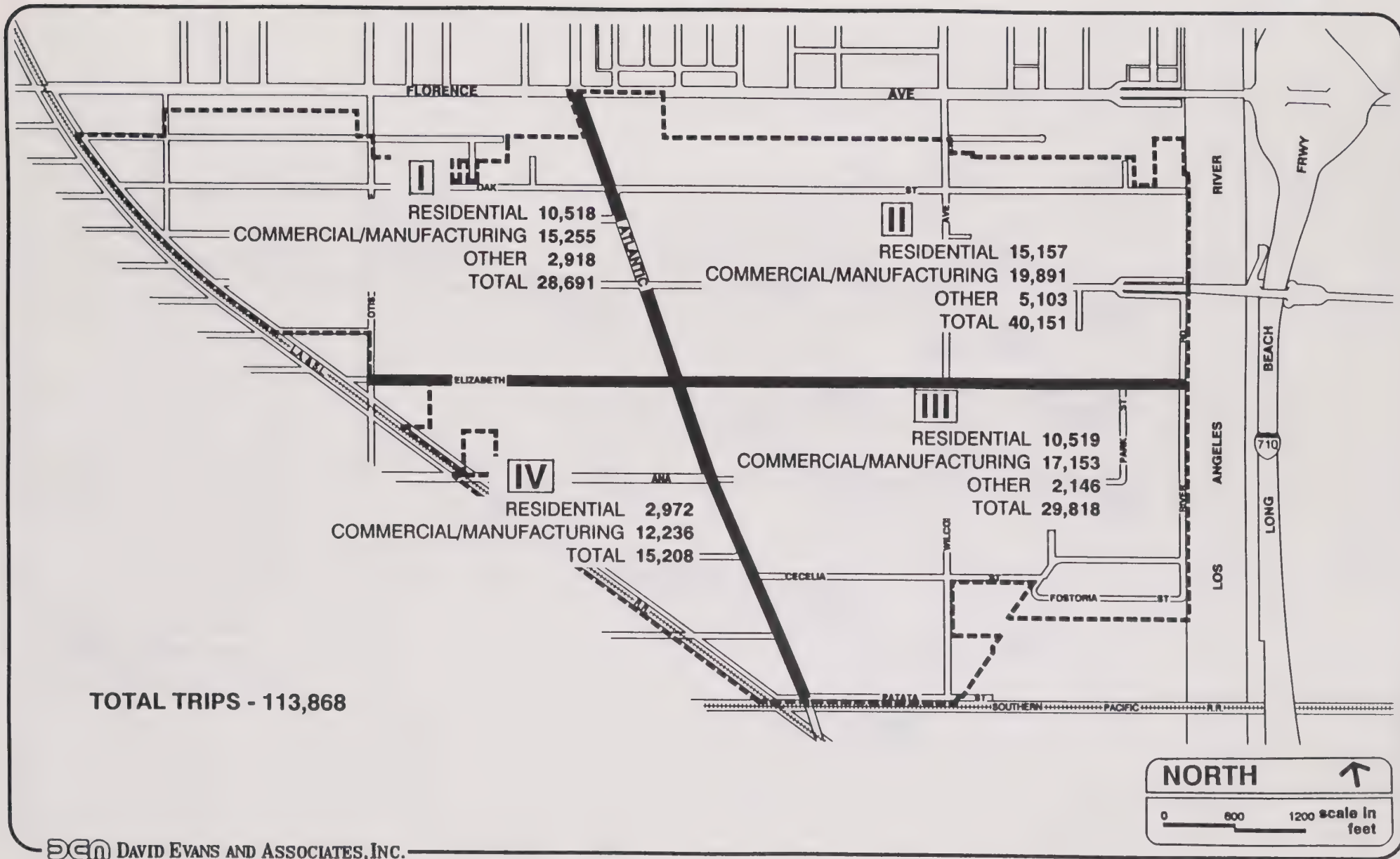
TABLE 4-1 PROJECTED TRAFFIC VOLUMES - 2010				
Roadway Segment	Average Daily Traffic	Capacity	V/C Ratio	Level of Service
Atlantic Avenue	37,287	22,000	1.69	F
Otis Avenue	14,298	7,100	2.01	F
Clara Street				
West of Atlantic	11,677	7,100	1.64	F
East of Atlantic	18,046	7,100	2.54	F
Salt Lake Avenue				
North of Elizabeth	12,871	6,100	2.11	F
South of Elizabeth	16,122	6,100	2.64	F
Wilcox Avenue	13,026	6,100	2.14	F
Patata Street	6,237	6,100	1.02	F
Elizabeth Street	5,640	6,100	0.92	E
Santa Ana Street	9,731	7,100	1.37	F
Source: David Evans and Associates, 1992.				

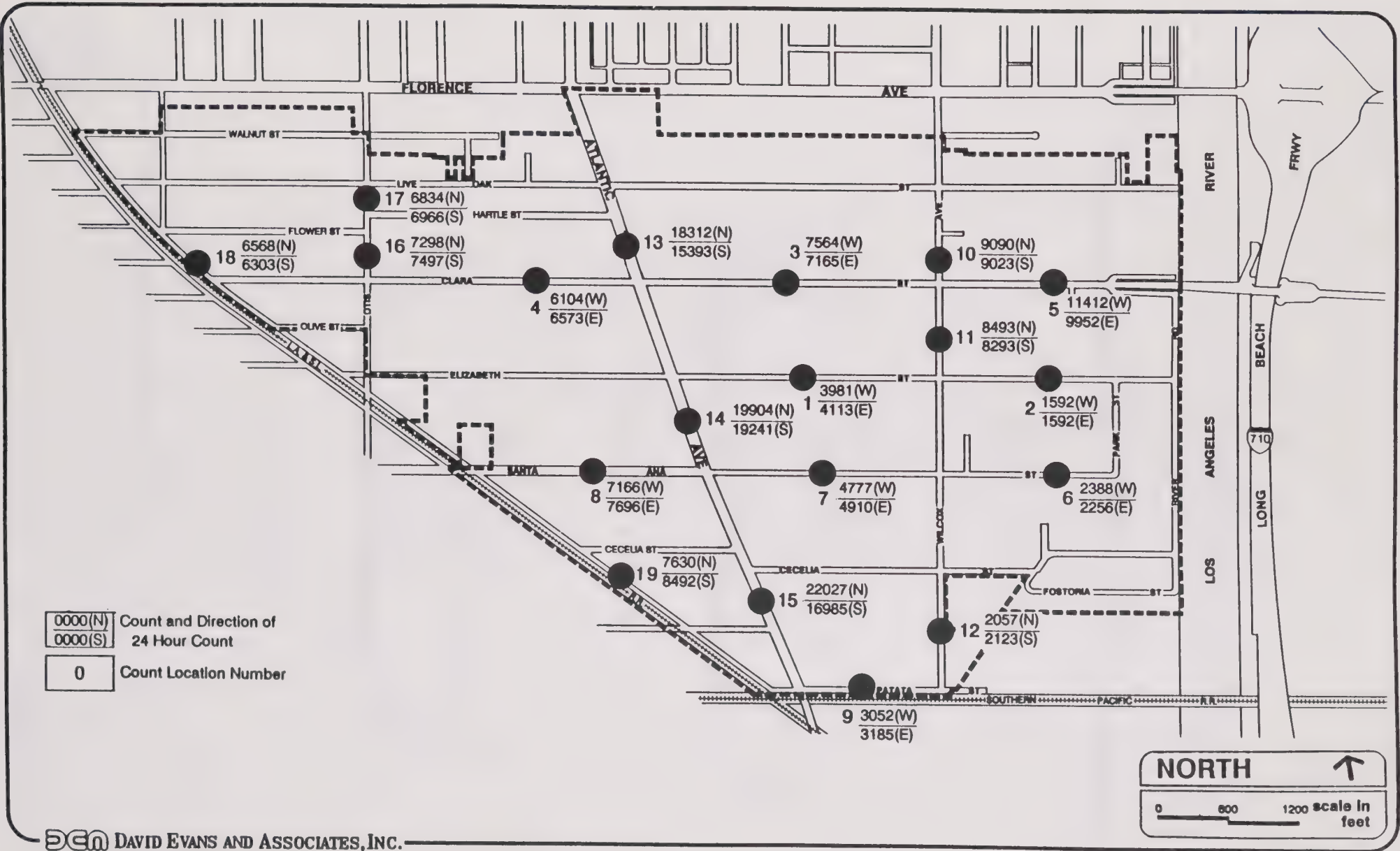
Traffic at buildout will lead to all city streets operating over capacity, with heavy traffic and congestion. With heavy peak hour traffic on several street segments, increases in traffic volumes may cause congestion throughout the day. Because the City of Cudahy does not have much land to build new streets or widen existing roadways to a considerable extent, the Circulation Plan for the City basically shows the same street network, with a few new streets to improve access from residential streets to secondary highways. The Plan calls for the construction and maintenance of all roadways to county standards. This will include lane restriping, minor roadway widening, sidewalk provision, and other modifications. Also, traffic improvements (such as signals, signs, etc.), transportation management programs and other measures will be implemented to enhance the capacity of the City's transportation system. These are discussed in the next section.

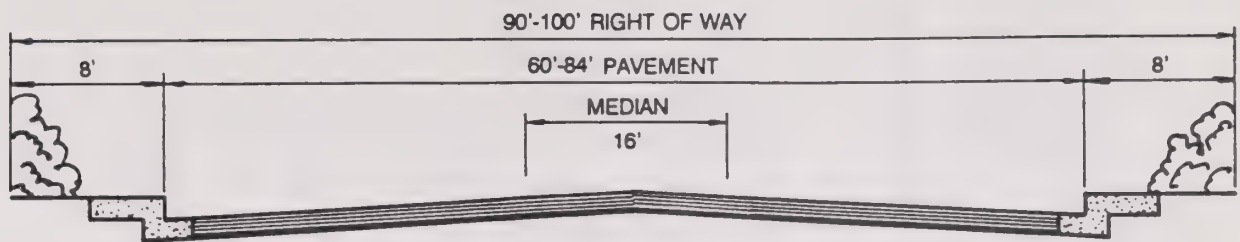
The Circulation Plan of the City of Cudahy shows the classification of roadways in the City, to reflect their uses and ultimate right-of-way widths. The Plan shows three types of roadways: Major Highway, Secondary Highway, and Local Street.

- ***Major Highway*** - A Major highway is a roadway designed to move large volumes of traffic through the community to other major arterial roadways or freeways. They permit through traffic to flow in and out of the City. Atlantic Avenue is the only major highway in Cudahy. It runs from north to south and provides through access to the City. It is 90 feet wide with two travel lanes provided in each direction and left-turn pockets at major intersections.
- ***Secondary Highway (Collector Road)*** - Secondary Highways moves traffic from local streets to the major highway and serve as collector roads. They keep through traffic off the local streets and out of residential areas. Otis Avenue, Salt Lake Avenue, Wilcox Avenue, Clara Street, and Santa Ana Street are classified as secondary highways in Cudahy. They have a minimum of two travel lanes (one lane in each direction) and a 50 to 76 foot right-of-way.
- ***Local Street*** - Local Streets provide access to individual parcels. They generally have one travel lane in each direction. The majority of the streets in Cudahy are local streets with widths ranging from 40 to 60 feet.

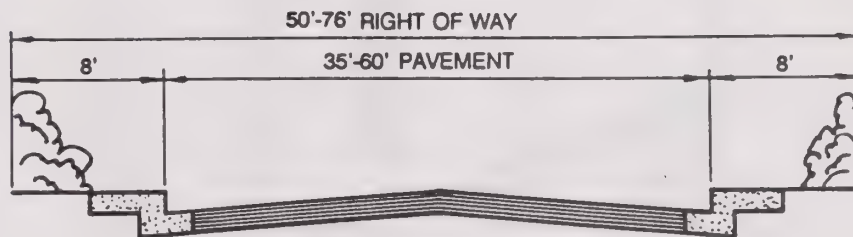
Exhibit 4-3 shows roadway standards and Exhibit 4-4 shows the City's Circulation Plan.



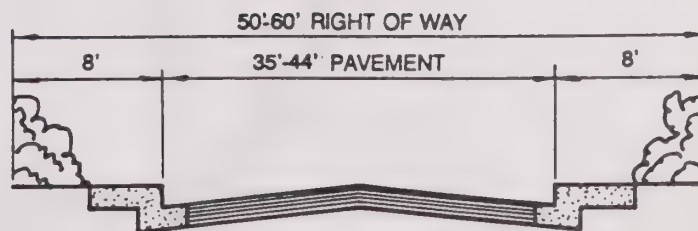




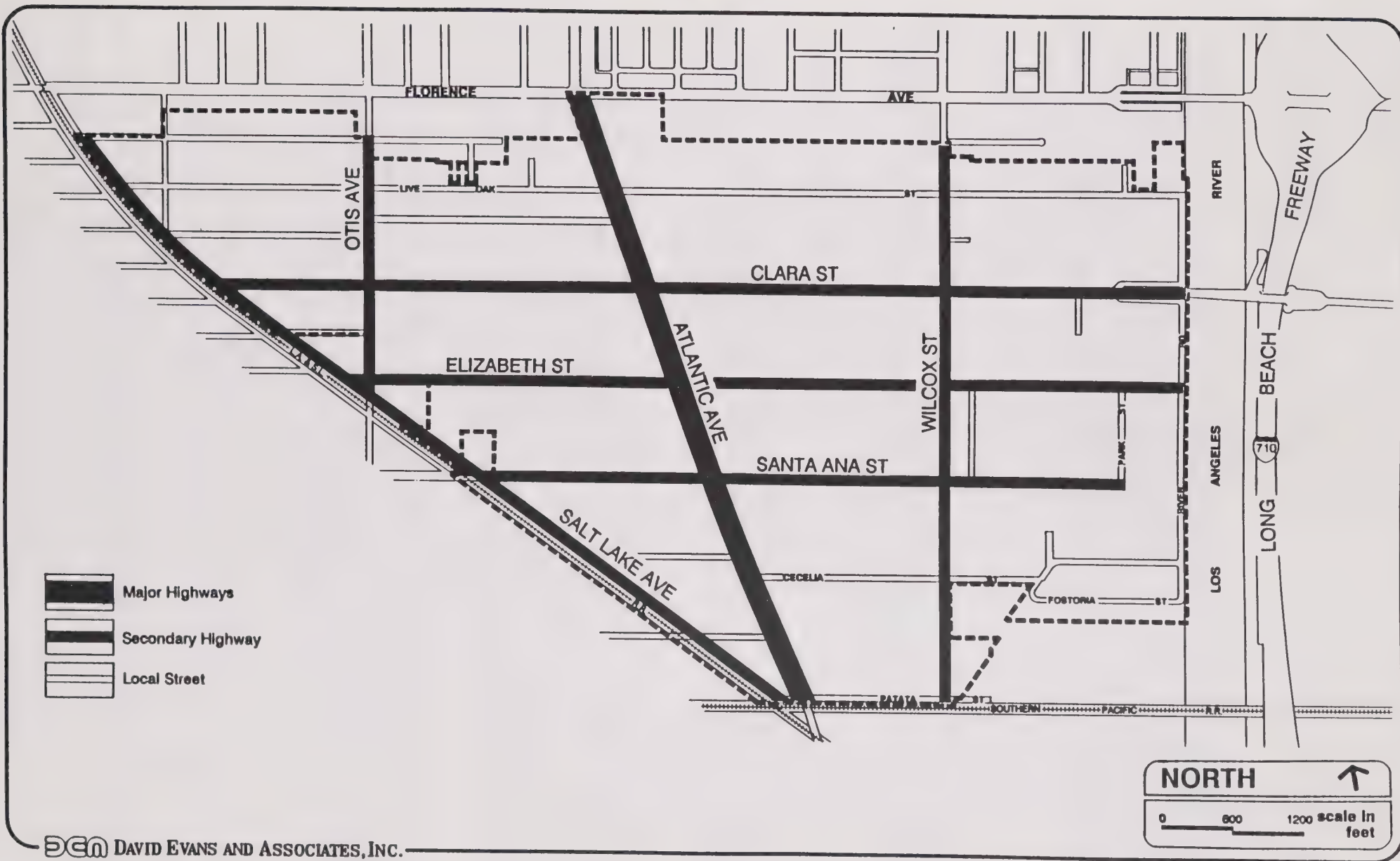
Major Highway



Secondary Highway



Local Street



IMPLEMENTATION PROGRAMS

The Circulation Plan of the City of Cudahy is primarily developed, but some right-of-way modifications are needed to fully implement it. Because not all transportation issues can be resolved by the construction of roadways, the implementation programs below address the need to reduce trip generation, maintain good traffic flow, mitigate traffic impacts from new development, improve pedestrian safety, increase public transit use, and enhance overall circulation patterns in the City. The identification of a funding source does not exclude the use of other funding sources that may be available.

TRANSPORTATION SYSTEM

Programs to help improve the existing transportation system are discussed below. They include ways to maintain the circulation system and reduce the number of trips from and through the City. These programs will help maintain circulation, access, and traffic flows, despite future increases in population and development in the City.

Roadway Improvements

The City of Cudahy shall continue to maintain existing roadways, traffic signals and other traffic control devices. It shall work toward the widening of city streets, where feasible, and the extension of Alamo Street to Elizabeth Street and the continuation of River Road from Clara Street to Live Oak Street.

The City shall also install traffic control devices, as needed. These may include speed bumps, no parking signs, speed limit signs, and other traffic signs. Roadway maintenance shall include pavement repair, lane restriping, roadway widening, landscape maintenance, street lights, and other roadway projects. It shall explore ways to reduce traffic through a variety of traffic control measures. The City shall consider synchronizing traffic signals for improved traffic flow. It shall upgrade existing signals for left-turn and right-turn arrows and increase left-turn and right-turn pockets at congested intersections.

The City shall evaluate the location of bus stops and turnouts and work towards the reduction in congestion due to the bus queuing. The elimination of on-street parking shall also be studied as an option to increase roadway capacity. These projects shall be included in the City's Capital Improvement Plan as implemented by the Department of Building and Public Services. They shall be financed by the General Fund and gas tax funds.

Signal Warrant

The City shall continue to monitor traffic volumes on city streets and determine the need for additional traffic signals or other traffic improvements. This shall be implemented by the Department of Building and Public Services with funding from the General Fund.

Street Improvements

As stated in the Land Use Element, the City shall study the advantages and disadvantages of constructing a raised landscape median strip along Atlantic Avenue to improve traffic flow and safety in the City. This program shall be implemented by the Department of Building and Public Services in 1993 and financed by the General Fund and gas tax funds.

Atlantic Avenue Improvements

The City shall identify capital improvement projects needed along Atlantic Avenue and include them in the City's Capital Improvement Program or make them part of the Atlantic Avenue Plan, street improvements or other projects developed by the Atlantic Avenue Association. Measures to improve traffic flow on Atlantic Avenue shall be explored, which may include the removal of on-street parking. This program shall be implemented by the Department of Building and Public Services with financing from the General Fund, or through assessments to Atlantic Avenue businesses.

Truck Routes

The City shall designate truck routes, post signs, and enforce the regulations to discourage the use of local streets. Potential truck routes include Atlantic Avenue, Salt Lake Avenue, Clara Street (east of Atlantic), Wilcox Avenue, and Santa Ana Street (west of Atlantic). The route designation will promote traffic safety and reduce roadway loads on local streets. This program shall be implemented by the Department of Building and Public Services in 1994, with financing from the General Fund.

Capital Improvement Program

Public works and infrastructure improvements in the City are planned through a Capital Improvement Program which sets priorities and funding for needed for infrastructure projects. The City shall continue to prioritize street improvements and roadway projects with other infrastructure and public service projects in its Capital Improvement Program. This program is ongoing and coordinated by the Department of Building and Public Services with funding from the General Fund, to the extent available. Gas tax funds, federal aid and other funding sources are also used for capital facilities in the City.

Transportation Demand Management Program

The City shall establish a City-wide transportation demand management program. This will include ways to reduce trip generation to and from the City and may be accomplished through carpools, vanpools, ridesharing, public transit use, walking, planned trips, and other measures. This program shall be initiated by the Community Development Department in 1994, with funding from the General Fund.

SAFE DRIVING CONDITIONS

Hazards associated with vehicular traffic can be reduced through programs that promote pedestrian and motorist safety over good traffic flow. Aside from roadway improvements and truck routes discussed earlier, the programs below will improve street safety in Cudahy.

Pedestrian Crosswalks

The City shall maintain and provide pedestrian crosswalks at major street intersections and near schools and city parks. It shall encourage walking by providing continuous sidewalks, street furniture, landscaping and other pedestrian amenities along city streets. It shall also continue to provide crossing guards at school locations to prevent hazards to students and motorists. This program shall be implemented by the Department of Community Services and the Department of Building and Public Services. It is ongoing and financed by the General Fund, to the extent available.

Street Safety

The City shall continue to promote street safety through information brochures, local newspapers, the City newsletter, and other public information methods. It shall work with transportation agencies, local enforcement officials, and other groups (such as the Auto Club of Southern California) in promoting safe driving techniques to local drivers. It shall support street safety programs at local schools, including the "Don't Drink and Drive" campaign by non-profit agencies in the region. This ongoing program is implemented by the Department of Community Services with funding from the General Fund.

Development Review

With the development review process discussed in the Land Use Element, proposed commercial developments shall be subject to site plan, design and environmental reviews. This will allow evaluation of a proposed project's compliance with the City's parking, landscaping, lighting and other standards. It will also identify the project's impacts on traffic, circulation, access, parking and public transit systems. This is an ongoing program by the Community Development Department as financed by the General Fund.

PUBLIC TRANSPORTATION

A large number of Cudahy's resident population use existing public transportation systems. Also, the proximity of commercial and industrial areas to Atlantic Avenue allows employees to use public bus services. The City of Cudahy supports public transportation as an efficient means of travel in the City and surrounding areas. The programs below will increase the use of public transportation in the City.

Cudahy Area Rapid Transit

The City shall continue to operate the Cudahy Area Rapid Transit (CART) to serve residents' transportation needs within the City and adjacent areas. Increased ridership on the CART shall be accommodated by additional vans, extended schedules or more frequent runs. This program is being implemented by the Department of Community Services through Prop A funds.

Public Transportation

The City shall support public transportation and transit projects which have the potential to serve Cudahy residents. It shall also continue to provide bus pass subsidies for students and senior citizens. While these systems may not be located within the City, their availability at nearby locations will allow residents to use the service. Coordination with SCRTD on bus routes and schedules shall be continued. This program is implemented by the Departments of Community Development and Community Services with funding from the General Fund and transit funds.

Carpooling and Vanpooling

The City shall develop a program to promote carpooling and vanpooling in the City. While there are no large employers in the City, the proximity of commercial sites to one another and other public offices will allow individuals to establish cooperative or joint carpools. Also, carpools for residents shall be promoted through a public information program. The Department of Community Services shall serve as an information resource for individuals interested in carpooling or vanpooling. This program shall be initiated in 1993 with financing from the General Fund.

Inter-agency Coordination

The City of Cudahy shall work with adjacent cities and other agencies (County Transportation Commission, Southern California Rapid Transit District, California Department of Transportation) for the planning of transportation needs of the area. This includes the coordination of public transit programs, congestion management, traffic

improvements and other transportation programs. The City shall be involved in the development of state and regional transportation plans which may impact the City's circulation system. This includes the County Congestion Management Plan and plans of the Long Beach Freeway. This program shall be initiated by the Department of Community Development in 1992 with financing from the General Fund.

PARKING AREAS

Parking areas serve as destination points for vehicle trips and influence traffic flows. Adequate off-street parking reduces congestion at access points while on-street parking decreases available roadway capacity. The City's parking concerns shall be addressed through the Zoning Ordinance Development Review and the Atlantic Avenue Improvement programs discussed above. Parking availability in the City shall also be resolved through the programs below.

Non-conforming and Incompatible Uses

As part of this program (Land Use Element), non-conforming commercial and industrial developments with deficient parking areas shall be identified. The property owners shall be encouraged to provide additional parking, where feasible. Otherwise, compliance periods shall be set to allow for the eventual upgrade of parking areas. This program shall be established in 1993 by the Community Development Department and financed by the General Fund, to the extent available.

Overnight Parking

The City shall continue to regulate overnight on-street parking and the parking of commercial and recreational vehicles in commercial areas. This program is implemented by the Department of Building and Public Services, with funding from the General Fund.

SECTION 5: OPEN SPACE AND RECREATION ELEMENT

INTRODUCTION

Open space refers to land or water which is unimproved and devoted for the preservation of natural resources; for outdoor recreation; or for public health and safety concerns. It includes habitats of wildlife species, rivers, groundwater recharge areas, and areas with mineral deposits. Trails, parks, outdoor recreation areas, utility easements, scenic highway corridors, and areas requiring regulation of hazardous conditions such as earthquake fault zones, unstable soils, flood plains, and watersheds are also considered open space. Recreation areas include public parks and private facilities offering recreational facilities and programs. It consists of city, county or regional parks, golf courses, bicycle and hiking trails, community centers, game fields, gymnasiums, and other sports facilities. Open space areas suitable for outdoor recreation may also be identified as recreation areas.

There are limited open space areas in Cudahy. They include city parks, public easements and the adjacent Los Angeles River. Private open space areas consist of yards and recreational open spaces in residential developments. The City parks are the main recreation areas in Cudahy. They provide residents with opportunities for recreation and outdoor activities. Adjacent public and private recreation facilities also serve Cudahy residents. Cudahy's population density has led to the full utilization of the available recreational facilities. The lack of vacant land has constrained the provision of additional facilities.

The Open Space and Recreation Element fulfills the requirements of *Section 65560 to 65570 of the California Government Code* regarding the preparation of an open space plan for the City. Open space and recreation issues are brought together because areas preserved as open space are valuable resources for both outdoor recreation and scenic enjoyment. Also, the major open space areas in Cudahy are the City parks. The preservation and managed production of natural resource areas and the scenic, historic and cultural resources of the City are addressed in the Conservation Element.

The Open Space and Recreation Element of the *Cudahy General Plan* establishes a long-range program for the preservation of public parks in the City and the provision of recreation areas and facilities to serve the needs of residents. It also addresses the need for the enhancement of opportunities for recreation in the City. The Element includes an inventory of both public and private open space and a plan for the continued protection of these areas.

GOALS AND POLICIES

The goals and policies of the Open Space and Recreation Element have been developed to address two issues: Open Space and Recreation. Because there are limited vacant areas in the City, the issues deal with the acquisition and development of public and private areas, which may be preserved as open space or used for park purposes. The goals and policies below outline the City's goals for developing new open space areas and providing facilities for increased recreational opportunities.

Issue: Open Space

Open space areas in Cudahy include city parks, currently undeveloped lots, open areas in private developments, school grounds and the adjacent Los Angeles River. The limited amount of open space adds to the look of high density residential development. Increasing open space areas will help lessen the appearance of high density development and help create a better living environment.

Goal 1 Secure a safe, healthful, and wholesome environment through the preservation of existing public open space resources and provision of private open space.

- Policy 1.1 Encourage the dedication of open space for public rest areas, parks, and other aesthetic improvements in new developments.
- Policy 1.2 Consider the acquisition of surplus land owned by public agencies for future open space and recreational use.
- Policy 1.3 Explore all possible funding sources for the acquisition of open space, including, but not limited to, Federal, State, County, and private sources.
- Policy 1.4 Explore the feasibility of developing a new multi-use park in the City.

Issue: Parks and Recreation

Parks and recreational facilities provide areas for leisure, enjoyment and well-being. Cudahy's resident population provides a challenge in meeting the different needs of various age groups and interests. Continued provision of parks and recreational opportunities will enhance the quality of life for residents and create a better living environment.

Goal 2 Strive to provide a sufficient range of recreation opportunities to meet the needs of all ages and interests in the community.

- Policy 2.1 Preserve existing parks and encourage the development of new parks and recreational facilities in the City.
- Policy 2.2 Provide recreational improvements which complement existing regional and adjacent facilities.
- Policy 2.3 Participate with the County of Los Angeles in the planning of regional parks and recreation facilities to serve City residents.
- Policy 2.4 Encourage cooperation between all user groups and agencies involved with parks and recreation, with special emphasis on the coordination of parks and school programs and facilities.
- Policy 2.5 Coordinate recreational programs with public and private organizations to maximize services and opportunities.
- Policy 2.6 Promote the use of hiking, bicycles and other non-polluting means of transportation and access to open space areas.
- Policy 2.7 Continue to provide recreational programs for City residents.
- Policy 2.8 Review the City's park fee requirements to determine if they are sufficient for the development of new parks in the City.
- Policy 2.9 Promote the use of hiking and bicycle trails along the Los Angeles River.

IMPLEMENTATION PROGRAMS

With major open space areas in Cudahy consisting of City parks, the main focus of the Open Space and Recreation Element is park acquisition and development. It is recognized that there is a significant need for additional parks in the City and for increased funding for site acquisition and facilities development. Future growth in the City will further increase parkland deficiencies unless an aggressive program is undertaken. The goals and policies of this Element will be implemented through an interdependent set of programs which may all be brought together under a Master Plan for Parks and Recreation.

PARKS MASTER PLAN

As identified in the Open Space and Recreation Profile Report, some areas of the City are not within easy access to a park. The City shall explore the potential for developing a park on northwestern and northeastern sections of the City. With the new elementary school planned on Wilcox Avenue, the City may be able to establish an agreement to have school grounds available for public use after school hours. The City Manager shall negotiate with the LAUSD for this agreement.

The limited amount of parkland in contrast to the population of Cudahy has led to full use of existing facilities. The City shall identify potential sites for a future multi-use park which will add to recreational facilities in the City. These sites may include existing vacant lots, publicly-owned lots and other available for-sale parcels. Private and public funding sources for acquisition and development shall also be explored. The Department of Community Development be responsible for this program.

The City shall work with the Los Angeles County Department of Recreation for the development of new parks in or near the City. The City shall also post signs along roadways to identify access points to the Los Angeles River trail. This shall be undertaken by the Department of Building and Public Services.

The City shall also initiate the establishment of joint use or maintenance agreements with the LAUSD for future school/recreational facilities, if appropriate. This shall be initiated by the Department of Community Services.

At the same time, the City of Cudahy shall work with adjacent cities in providing parks for area residents and in developing facilities that complement, rather than duplicate, one another. Residents shall be informed of adjacent public and private facilities and programs which can accommodate their recreational pursuits. This may be done through various information media, such as the City newsletter, local newspapers, boards in City parks, flyers, etc. It shall include information on the Los Angeles River trail and connecting trails throughout the County. These programs shall be the responsibility of the Department of Community Services.

By designating City parks as public areas in the Land Use Plan, they are preserved for future use. As new parks are developed in the City, they shall also be designated as public areas. This will make it more difficult to change their use when development pressures rise. The City shall also require the dedication of public areas, mini parks and aesthetic improvements to prevent their conversion to other uses. The Community Development Department shall initiate the redesignation of new parks.

In order to continue to meet the demand for parks and recreational facilities, the City shall properly maintain public parks through landscaping, trash collection and graffiti removal, playground equipment repairs, and other services. The City shall continue to offer a variety of recreational programs such as tournaments, sports competitions, classes, excursions, and special events. These programs shall be coordinated by the Department of Community Services through the General Fund. State park bonds are also available for recreational facilities development in the City. Other funding sources shall be explored and used for park development in the City. The Master Plan shall be developed in 1994 by the Department of Community Services with assistance from Department of Community Development. Overall coordination with various City departments and other agencies for implementation of the different measures shall be the responsibility of the Department of Community Services.

As part of the development review process, the Department of Community Development shall encourage the provision of private on site recreational areas in multi-family residential projects, condominiums, and residential subdivisions. It shall continue to collect impact fees from new development for future park development, as allowed under the Quimby Act. Parkland exactions which are obtained from property owners who develop previously subdivided property shall be reviewed for adequacy to provide future park facilities. The Community Development Department shall also assist in the redesignation of future parks as public areas.

SECTION 6: CONSERVATION ELEMENT

INTRODUCTION

The earth's resources are limited and often non-renewable. Ignorance, indifference and misuse could easily lead to their exploitation, destruction or neglect. As such, it is the City's responsibility to inform residents of the importance of local resources in relation to regional concerns. The City of Cudahy may regulate the use of local resources to prevent their destruction and exploitation and to ensure that conservation efforts are consistent and equitable. Conservation programs deal with resource utilization, preservation techniques and the conduct of activities which affect or preclude the utilization of resources.

Natural resources that affect the planning area include water, energy and land. (Air quality is addressed in a separate element.) Cultural resources include potential historical sites and structures in the City. The Conservation Element of the *Cudahy General Plan* deals with the management of natural and cultural resources in the planning area. The Element identifies the significant resources within the City and establishes a plan for the conservation, management, or preservation of these resources. The City's conservation plan will consist of independent programs for the protection of groundwater resources, the reduction in demand for energy resources, the recycling of products to conserve regional resources, and the preservation of local cultural resources.

The Conservation Element is a state-mandated element, as required by regulations in *Section 65302(d) of the California Government Code* and the *State Mining and Reclamation Act (SMARA)*. This Element is intended to increase public awareness on the availability of local resources and to promote the advantages of conservation and management through specific goals, policies and programs.

GOALS AND POLICIES

The Conservation Profile Report identifies the presence or absence of sensitive resources in the planning area. The City of Cudahy does not have many resources primarily because of its limited land area and highly urbanized state. Of the available resources, local groundwater resources provide the sole source of water for the City. Energy resources are consumed in the area but come from off site sources throughout the State. Landfill capacity at county landfills is a regional concern that is tied to waste generation and product recycling. While the City has been found to have a low sensitivity for archaeological, paleontological and historical resources, there may be identified resources with future excavation and site investigation.

The goals of the Conservation Element have been tailored to address four main issues: the natural environment, cultural resources, energy resources, and waste recycling. These issues address the different concerns regarding the protection of the environment from degradation cause by carelessness and disregard for our limited resources.

Issue: Natural Environment

Environmental issues have been receiving greater attention in recent times due to problems that have surfaced after years of neglect and exploitation of the environment. The City of Cudahy does not have sensitive ecological communities, but indirectly affects regional resources through practices, programs and private activities. By establishing policies to preserve the natural environment, the City can help prevent future environmental problems.

Goal 1 Preserve the environment through the conservation of resources.

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| Policy 1.1 | Participate in management programs of the County of Los Angeles for water conservation, liquid and solid waste management, and flood control. |
| Policy 1.2 | Inform residents of the environmental concerns regarding air quality, water resources, land and other ecological resources to solicit cooperation and support in the City's conservation plans. |
| Policy 1.3 | Encourage the long-term protection of the environment as a primary consideration in approving development projects. |
| Policy 1.4 | Conduct environmental studies for future projects to the extent required by CEQA, in order to address the cumulative impacts of other projects on traffic, regional air quality, sewage generation and other environmental constraints of the area. |

- Policy 1.5 Promote water conservation through programs and projects in cooperation with local utility companies.
- Policy 1.6 Encourage the use of drought-tolerant landscaping and/or xeriscape, particularly in open areas of the City.
- Policy 1.7 Prevent toxic waste dumping within the City to avoid the contamination of the local groundwater by cooperating with the appropriate enforcement agencies.
- Policy 1.8 Actively discourage the placement of waste incineration uses and use the siting criteria in the County's Hazardous Waste Management Plan for the approval of hazardous waste facilities in the City.

Issue: Cultural Resources

While the history of the Cudahy area is tied to that of the Los Angeles region, significant cultural resources have not been identified in the City. Future demolition and excavation activities may uncover archaeological, paleontological or historical resources. The goal, policies and programs on cultural resources will provide direction on procedures to follow for the preservation of these resources in Cudahy.

Goal 2: Promote the preservation of cultural, historical and natural resources within the City.

- Policy 2.1 Increase public awareness of the City's history and cultural resources in the area.
- Policy 2.2 Establish guidelines for the protection of sites of historical or cultural significance.

Issue: Energy Conservation

The use of energy for a wide variety of operations and activities has increased the demand for and the prices of available resources. While alternative sources of energy are under constant experimentation, decreases in the reliance on energy will help extend future availability and reduce costs associated with development and providing energy. Energy conservation is advocated by the City to help conserve dwindling resources.

Goal 3 Reduce energy consumption in public and private developments.

- Policy 3.1 City facilities and equipment that utilize energy shall incorporate the most economically feasible energy-efficient design standards.

- Policy 3.2 Encourage the incorporation of energy conservation features in the design of all new construction and the installation of conservation devices in existing developments.
- Policy 3.3 Promote the use of passive design concepts, such as building orientation and landscaping, which make use of the natural climate to increase energy efficiency.
- Policy 3.4 Encourage the use of cost-effective solar energy systems on new construction and consider enactment of a comprehensive solar access ordinance.
- Policy 3.5 Encourage the efficient use of all energy resources through innovative, modern, and rational physical planning and architectural design.

Issue: Recycling

The conservation of land and other resources can be promoted by waste and product recycling practices. Waste recycling will help extend the life of landfills and reduce the demand for land devoted to waste disposal. Recycling also allows the more efficient use of natural resources by decreasing the demand for raw materials.

Goal 4 Increase the recycling of solid waste and the use of recycled material by glass and paper manufacturers.

- Policy 4.1 Establish and implement solid waste management programs which reduce waste at the source, promote the reuse of all possible waste materials, and promote recycling and composting.
- Policy 4.2 Promote programs for the recycling of waste products such as paper, aluminum, bottles and motor oil.
- Policy 4.3 Maintain the efficiency of solid waste collection services in the City.

IMPLEMENTATION PROGRAMS

The goals and policies of the Conservation Element will be implemented through a variety of programs for public and private developments. The City can encourage individuals to practice conservation measures in existing and future developments. It also has control on the conservation practices at City-owned offices, properties, and facilities. The following implementation programs will help achieve the City's goals and policies regarding conservation. They are grouped under the same issues as the goals and policies in the previous section. The identification of funding sources for individual programs does not exclude the use of other funds that may be available.

NATURAL ENVIRONMENT

The natural environment and its resources can be protected from careless utilization through cooperative programs with other agencies, public awareness programs, and standards for existing and new developments. Programs that the City of Cudahy will implement to achieve the goals for protection of the environment are discussed below.

County Programs

The City of Cudahy shall cooperate with Los Angeles County departments on the implementation of programs for water conservation, stormwater discharge, solid waste management, and flood control. This will include projects and programs for the maintenance and use of the Los Angeles River. The City shall also coordinate with the Central Basin Municipal Water District on the management and use of local groundwater resources. This is an ongoing activity by the Department of Building and Public Services. It is financed by the General Fund.

Public Awareness

The City shall develop a public awareness program to encourage residents practice conservation measures and to discourage carelessness in activities that affect the environment. The program shall include articles on various environmental issues (air, water, hazardous materials, land, energy, etc.) and programs in the City newsletter; free water conservation tips, brochures and kits; advertisement of energy conservation alternatives and rebate programs; and the hazards of disposing household hazardous wastes with municipal wastes. Some of these programs are ongoing but the Department of Human Services shall coordinate the different activities with funding from the General Fund.

Environmental Review

The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California

Environmental Quality Act (CEQA). Adequate environmental review shall be provided for major projects and those that will have a potential to adversely impact the environment. Issue areas that will be addressed in the environmental review of development proposals include: earth and geology, air quality, water and hydrology, plant life, animal life, noise, light and glare, land use, natural resources, risk of upset, population, housing, traffic and circulation, public services, energy, utilities, human health, aesthetics, recreation, and cultural resources. In compliance with CEQA, the City shall also assign responsibilities for the verification of the implementation of mitigation measures. This is an ongoing program by the Community Development Department and is funded by the General Fund.

Environmental Laws

There are various federal, state and county regulations that deal with environmental protection and pollution control. The City shall keep abreast of all regulations and standards and shall cooperate with other agencies in the enforcement of these laws in Cudahy. This includes stormwater discharge regulations for construction activities and specific industries. The Department of Community Development is responsible for this program. It is ongoing and funded by the General Fund.

City Water Conservation

The City shall develop water conservation programs for City facilities (Civic Center, City parks, maintenance yards, etc.) This may include the retrofit of City facilities for water-efficient plumbing fixtures; the use of drought tolerant and/or xeriscape landscaping in City parks; and the posting of water conservation practices at all City facilities. This program shall be implemented by the Department of Building and Public Services in 1993 and will be funded by the General Fund.

Water Companies

The City shall explore the feasibility of joining the three water companies serving Cudahy. This may create greater efficiencies and standardization in water services. A more aggressive water conservation program can also be developed with a single entity or when cooperative agreements between the companies are in place. The City may also consider the feasibility of acquiring the water companies, as a means of coordinating local water services. This program shall be initiated by the Department of Building and Public Services in 1994 through the General Fund, to the extent available.

Drought Tolerant Landscaping

The City shall develop standards to promote the use of drought-tolerant and/or xeriscape landscaping in private developments. This will include measures to reduce irrigation requirements for yards (drip irrigation, tree wells, mulch, etc.) and recommended plant

species which have low irrigation requirements. While this may have small and short term benefits, continued land recycling activities will create cumulative advantages in the long term. This program shall be initiated by the Department of Community Development and will be financed by the General Fund.

Toxic Waste Dumping and Waste Incineration

The City shall develop deterrents to toxic waste dumping in the City and inform residents and businesses of fines and penalties associated with such acts. Waste incineration shall also be discouraged through regulations of the physical, operational and environmental characteristics of such uses. This will help prevent soil, air, and groundwater contamination in the planning area. The siting criteria in the County's Hazardous Waste Management Plan shall be used to review proposed hazardous waste facilities in the City. This program shall be initiated in 1993 by the Department of Community Development with funding from the General Fund.

Groundwater Wells

As discussed in the Public Safety Element, the City shall encourage the continued monitoring of groundwater wells near the Park Avenue School and Cudahy Park for potential groundwater contamination. This is an ongoing program funded by the General Fund.

CULTURAL RESOURCES

Cultural resources in the City shall be protected from destruction by programs which promote appreciation for cultural resources; identify ways to determine the significance of existing resources; and develop appropriate preservation methods.

Cultural Awareness

The City shall develop programs for increasing cultural awareness in the planning area. It shall coordinate with adjacent cities in the promotion of cultural awareness among area residents. It shall acquire additional books and documents on local historical and cultural topics. It shall also develop programs to inform local residents of cultural resources that have been preserved in the area. This program shall be coordinated by the Department of Community Services. The Department shall initiate cultural awareness activities in 1994 with funding from the General Fund.

Historic Resources

The significance of the City's older structures have not been determined. In order to prevent demolition and damage to historical sites and structures, the City shall evaluate the

historic significance of structures that are more than 60 years old, before they are demolished, renovated or removed. The Community Development Department shall implement this programs in 1992. It will be financed by the General Fund.

Archaeological and Paleontological Resources

The City shall stipulate in all major project approvals, that should archaeological or paleontological resources be uncovered during excavation and grading activities, all work would cease until appropriate salvage measures are established. Appendix K of the CEQA Guidelines shall be followed for excavation monitoring and salvage work that may be necessary. This program shall be implemented by the Community Development Department in 1992 with funding from the General Fund.

ENERGY CONSERVATION

Reductions in energy consumption will lead to the continued availability of energy resources for future use. While energy consumption in the City does not represent a major portion of regional demand, conservation will decrease the costs for operation and maintenance of public facilities and help in reduce the housing costs of City residents.

City Energy Conservation

The City shall develop a program for energy conservation at all City-owned facilities. This will include the retrofit of City facilities for energy-efficient appliances and fuel-efficient equipment; the evaluation of ways to reduce energy use in daily operations; and the coordination of activities to reduce trips, required manpower and equipment use. This program shall be implemented in 1995 by the Department of Community Services with funding from the General Fund.

Energy Conservation Programs

The City shall increase public awareness on limited energy resources. It shall encourage residents and businesses to practice energy conservation measures and take advantage of energy conservation programs offered by various agencies and utility companies. The City shall ask developers to consult with local utility companies on possible energy conservation measures to be incorporated into new developments. It shall disseminate information on free energy audits, rebates, and retrofits offered by utility companies and service agencies offering assistance to low income households. This program shall be coordinated by the Department of Community Services starting in 1992. It shall be financed by the General Fund.

Energy Conservation Guidelines

The City shall enforce the energy conservation standards in Title 24 of the California Administrative Code, the Uniform Building Code, and other state laws on energy conservation design, insulation and appliances. Energy needs shall be evaluated and conservation measures incorporated into new development in accordance with Appendix F of the State CEQA Guidelines and Appendix J of the City CEQA Guidelines. Also, the City shall allow the use of new technologies on energy conservation in new development, as may be appropriate for use in the City. Other measures that would reduce energy consumption during construction and operation of the structures shall be encouraged. This program shall be initiated by the Community Development Department and the Department of Building and Public Services in 1992 with funding from the General Fund.

RECYCLING

The primary program which will help the City in reducing solid waste generation is the Source Reduction and Recycling Element which has been developed in compliance with Assembly Bill 939. The Element outlines ways to reduce waste generated within the City and disposed at county landfills. The goal of the Element is a 25 percent reduction by 1995 and a 50 percent reduction by 2000. Programs in this element include:

- Promotion of household, commercial and industrial recycling through the City newsletter, local papers and local haulers.
- Information on recycling centers in the Cudahy area.
- Monitoring adequacy and efficiency of garbage collection services through periodic inspections and review of franchise agreements.
- Provision of technical assistance for commercial and industrial recycling programs
- Encouraging local haulers to recycle or go to transfer stations instead of going directly to landfills.

SECTION 7: PUBLIC SAFETY ELEMENT

INTRODUCTION

The Public Safety Element of the *Cudahy General Plan* presents a citywide approach for preventing the creation of hazards in the planning area and for minimizing the potential for injury, damage and disruption brought by natural catastrophes and emergencies. The Element establishes safety standards and programs to protect life and property. Public safety standards include guidelines for activities involving risk to the public, as well as measures to follow when development occurs in areas susceptible to natural or manmade hazards. Public safety programs include procedures for the elimination and avoidance of hazards, emergency response during disasters and a reconstruction plan for the City after a disaster.

The Public Safety Element discusses both natural and manmade hazards such as earthquakes, floodplains, landslides, geologic hazards, urban and wildfire, and hazardous materials/wastes. The City of Cudahy is not located near any earthquake fault. Still, it will be subject to earthquake hazards associated with regional faults. While flood hazards do not exist in the City, inundation from dam failure of upstream dams and overflow of the Los Angeles River will affect the City. Geologic hazards in Cudahy are limited to the potential for liquefaction in certain sections of the City. Fire hazards consist of industrial uses, substandard structures, high pressure gas lines, high voltage power lines, and hazardous material handlers. Crime and violence are major threats in the City although they cannot be easily evaluated.

In dealing with hazards, it is prudent to consider prevention as the first step in hazard mitigation, where this is possible. This is accomplished by elimination of the hazard, isolation/avoidance of the hazard, or the regulation land uses and structures in known hazard areas. When prevention is not possible, the hazard must be planned for. Emergency planning means the formulation of strategies to minimize human injury, property damage, economic and social disruption. It prepares the City for a disaster and outlines ways to return the functions of the City to normal conditions soon after the disaster.

As a state-mandated element, the Public Safety Element of the Cudahy General Plan fulfills the requirements of *Section 65302(g) of the California Government Code*. It sets goals and policies which address public safety issues in the City. The Element also serves as a public safety plan, identifies standards and programs to promote public safety, and outlines adequate facilities and services to serve the emergency needs of the City. The Public Safety Element maps the location of known hazard areas and available evacuation routes, indicates peak water supply requirements, minimum road widths, clearances around structures, and provides safety and emergency procedures. This Element shall be submitted to the Department of Conservation - Division of Mines and Geology and the Office of Emergency Services for review prior to adoption.

GOALS AND POLICIES

The goals and policies of the Public Safety Element were developed in response to safety issues affecting the City of Cudahy. The Public Safety Profile Report has identified manmade and natural hazards that may compromise the safety of residents. These are related to regional earthquakes, liquefaction potential, dam inundation, fire from industrial uses, gas pipes, substandard structures, hazardous material spills, crime, and accidents. Available emergency services have also been evaluated to determine their adequacy. The goals and policies below address the major safety issues in Cudahy. These are hazard reduction, emergency preparedness, and crime prevention.

Issue: Hazard Reduction

Disasters and emergencies are sometimes the result of natural and manmade factors that combine to endanger life and property. By recognizing the factors that contribute to the creation of hazards and developing ways to prevent such conditions, the City will be able to counteract or minimize the potential for harm and destruction. Hazard reduction is a major component in protecting life and property in the City.

Goal 1 Work to provide an environment that is reasonably safe from hazards.

- | | |
|------------|--|
| Policy 1.1 | Require geologic studies prior to the construction of critical facilities (hospitals, schools, fire stations, etc.). |
| Policy 1.2 | Support the enforcement of state and federal laws on the control of hazardous wastes, landfills, and other issues. |
| Policy 1.3 | Conduct an inventory of substandard structures and utilize the Uniform Building Code abatement process to eliminate or abate these hazards. In areas to be annexed by the City, the inventory of substandard structures and the abatement process shall be conducted after annexation. |
| Policy 1.4 | Increase awareness of the hazards of fire and ways to prevent fire. |
| Policy 1.5 | Establish emergency procedures for evacuation and/or relief for identified hazards in the City. |
| Policy 1.6 | Request that Fire Department and local law enforcement officials comment on proposed large developments during the environmental review process. |

- Policy 1.7 Develop and implement programs to assist residents and businesses to dispose of household quantities of hazardous materials.
- Policy 1.8 Develop health and safety programs as part of recreational services of the City.
- Policy 1.9 Encourage the remediation of historic dumpsites and other identified contaminated sites in the City.

Issue: Emergency Preparedness

For hazards that cannot be predicted or prevented, the City can only provide the services necessary to reduce human injury, property damage, and social and economic disruption. These include fire protection and emergency services, police and law enforcement, hospital services, and emergency evacuation and shelters. Emergency preparedness will not reduce the potential for disaster, but will help to reduce the magnitude of human injury, property damage and social disruption.

Goal 2 Promote emergency preparedness.

- Policy 2.1 Maintain the City's emergency response system.
- Policy 2.2 Provide for the highest quality of fire, police, and health protection possible, within reasonable economic limits, for all Cudahy residents.
- Policy 2.3 Solicit volunteers to assist city operations during a disaster.
- Policy 2.4 Maintain contingency plans which will help Cudahy citizens respond to and recover from an earthquake as quickly and effectively as possible.
- Policy 2.5 Disseminate educational information to residents and businesses on ways to prepare for and prevent a disaster.
- Policy 2.6 Encourage the LAUSD to teach emergency preparedness to students.
- Policy 2.7 Regularly monitor the water quality, distribution and supply facilities to determine if capacity is adequate to meet emergency fireflow needs.
- Policy 2.8 Explore the feasibility of requiring smoke detectors in private homes upon their sale or transfer of ownership.

Issue: Crime Prevention

Another major concern in Cudahy is the high incidence crime and violence that creates an unsafe environment for all residents. It is difficult to determine the actual factors that contribute to criminal or violent behavior, and police response must be a continuous activity. Efforts to control crime in Cudahy will protect residents from constant threats to their property and safety. Policies and programs to reduce, deter, and punish crime will increase area-wide public safety.

Goal 3 Minimize crime incidence in the City.

- Policy 3.1 Work with local law enforcement officials and neighboring police departments to eliminate gang violence.
- Policy 3.2 Develop programs to reduce and/or prevent graffiti and drug abuse.
- Policy 3.3 Encourage the development of neighborhood watch programs and inform residents and businesses of ways to prevent crime.
- Policy 3.4 Promote crime prevention through public information and awareness programs.

IMPLEMENTATION PROGRAMS

The following implementation programs identify existing and planned programs that will help improve public safety in Cudahy. The programs address various ways for the City to prevent hazardous situations and provide services to keep disasters under control. Exhibit 7-1 shows existing hazards in the City and Exhibit 7-2 locates emergency services and facilities. The hazards in the planning area cannot be totally eliminated and emergency service provision will depend on the level of safety that is economically viable to the City. The commitment to public safety programs outlined below will depend on the level of safety that the City would like to achieve, with consideration of the available physical and financial resources and manpower. The identification of a funding source(s) for individual programs does not exclude the use of other funding sources that may be available.

HAZARD REDUCTION

Hazard reduction is the primary goal for providing an environment that is safe and secure. With the identified hazards in the planning area, the programs below address the reduction and/or elimination of hazardous conditions and the prevention of future hazardous conditions.

Geologic Studies

As part of the development review process, the City shall require the preparation of geologic studies prior to the approval of critical facilities, uses which involve the assembly of large numbers of people, large scale residential developments, and major commercial and industrial projects. The studies will help define the potential environmental impacts on earth and geology of new development, as required by the California Environmental Quality Act (CEQA). The environmental review process for proposed projects prior to approval analyzes impacts on other issue areas. Mitigation measures to reduce adverse impacts shall be made conditions of approval, along with the mitigation monitoring program. This is an ongoing program by the Community Development Department, with funding from the General Fund.

Environmental Laws

There are various federal, state and county regulations that deal with environmental protection and pollution control. The City shall keep abreast of all regulations and standards and shall cooperate with other agencies in the enforcement of these laws in Cudahy. The Department of Community Development is responsible for this program. It is ongoing and funded by the General Fund.

Hazardous Materials Regulation

The City shall encourage the implementation of the County's Hazardous Waste Management Plan. It shall maintain a current inventory of hazardous material users and generators and incorporate their emergency response programs into the City's Emergency Plan. It shall work with the County Fire Department in requiring hazardous materials users and generators to prepare safety procedures for responding to accidental spills and emergencies. The City shall also work with local law enforcement officials in regulating the transport of hazardous materials through the City. Hazardous waste facilities shall be regulated in compliance with the siting criteria contained in the County Hazardous Waste Management Plan. The City shall coordinate the disposal of small quantities of hazardous wastes from residences and businesses in the City. This program shall be initiated by the Department of Community Services and the Department of Community Development in 1993. It shall be funded by the General Fund.

Toxic Waste Dumping and Waste Incineration

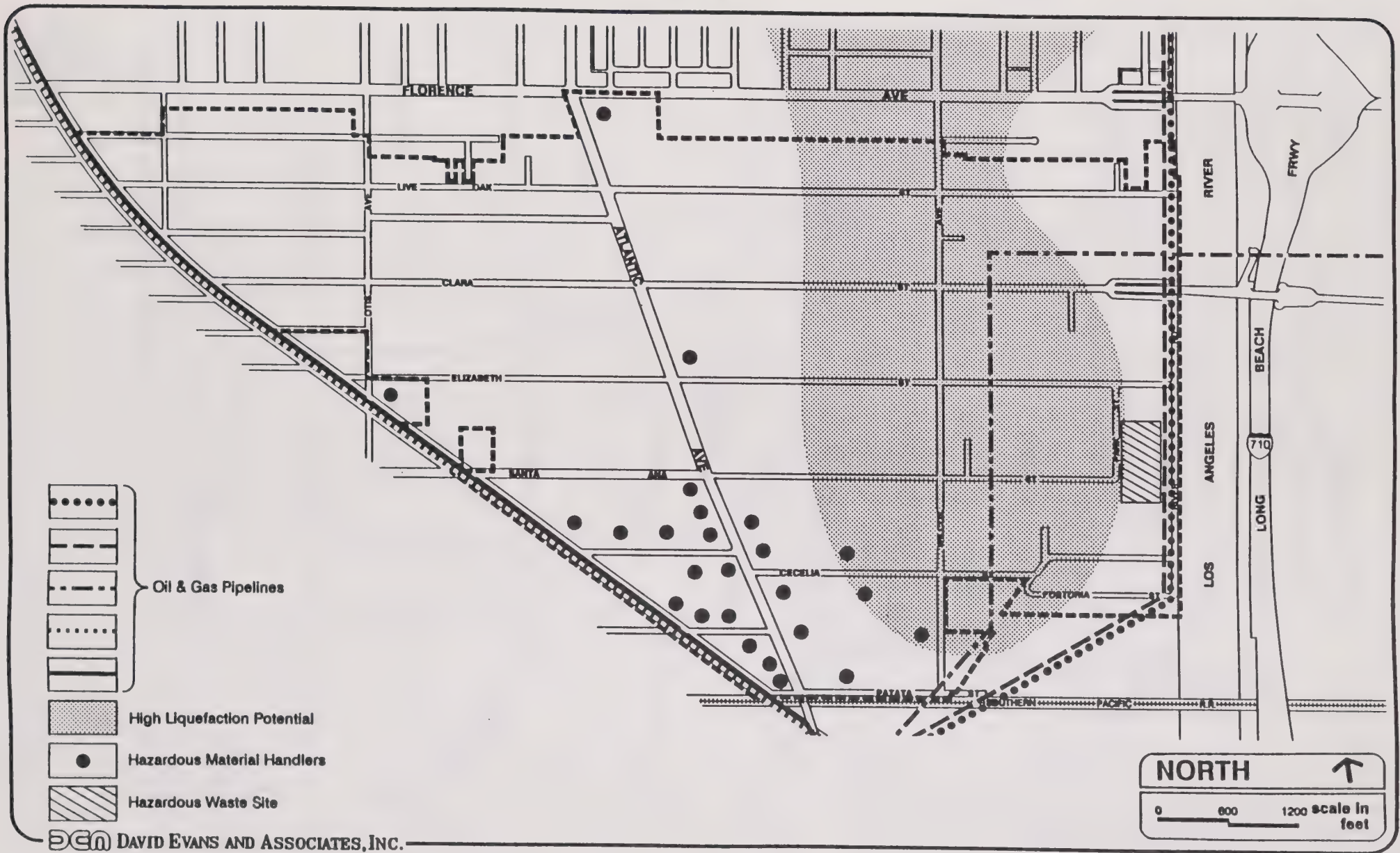
The City shall develop deterrents to toxic waste dumping in the City and inform residents and businesses of fines and penalties associated with such acts. Waste incineration shall also be discouraged through regulations of the physical, operational and environmental characteristics of such uses. This will help prevent soil, air, and groundwater contamination in the planning area. The siting criteria in the County's Hazardous Waste Management Plan shall be used to review proposed hazardous waste facilities in the City. This program shall be initiated in 1993 by the Department of Community Development with funding from the General Fund.

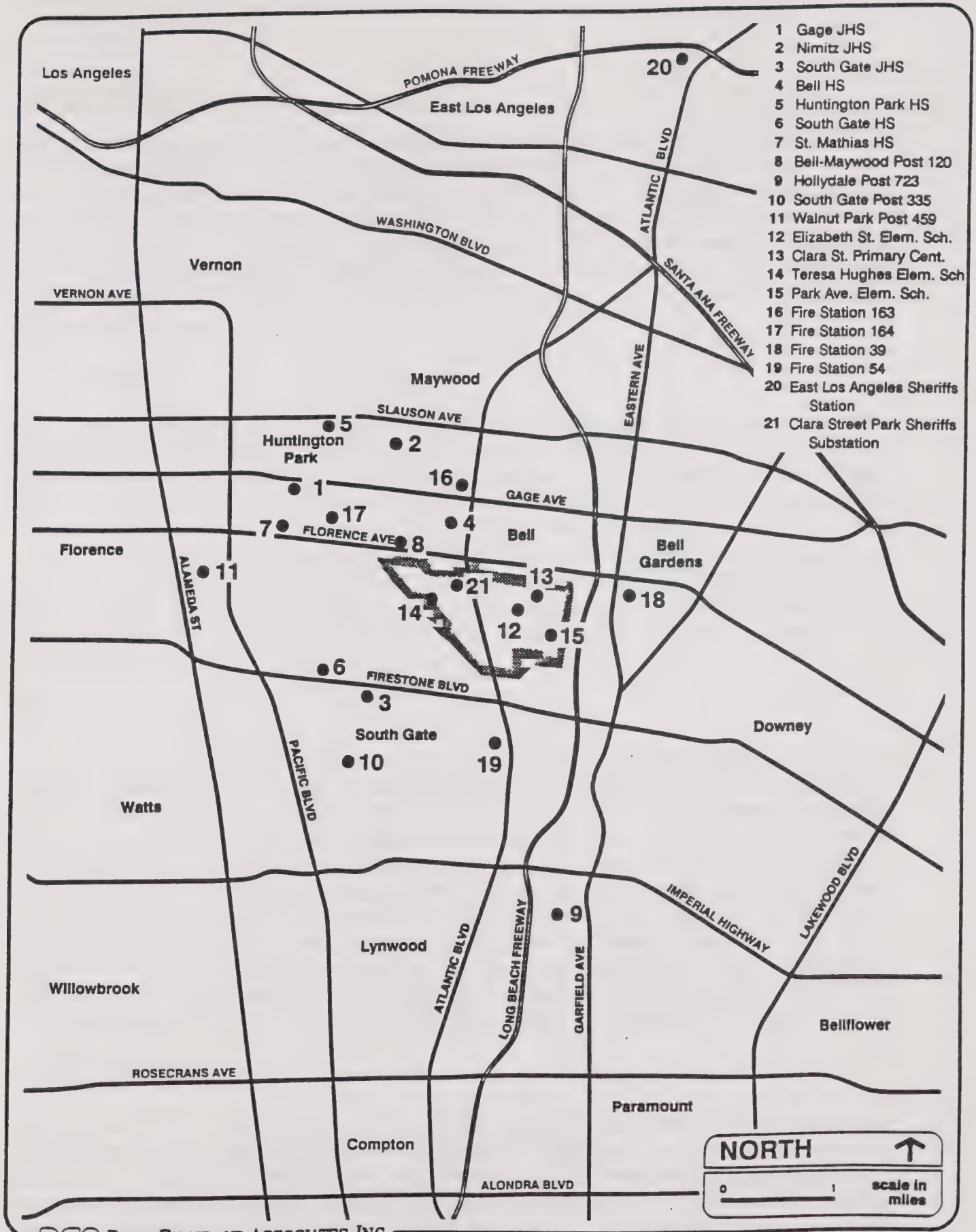
Groundwater Wells

The Public Safety Profile Report briefly discusses the soil contamination problems on the current site of the Park Avenue School. While measures have been provided to prevent the seepage of contaminants to the surface, ground remediation is necessary to remove soil contamination and prevent future groundwater contamination. The City shall encourage continued monitoring of groundwater wells near the Park Avenue School and Cudahy Park for potential groundwater contamination. Water quality at local wells shall also be monitored for contaminants. The City shall encourage and coordinate with other agencies on site remediation projects at the earliest possible time. This is an ongoing program by the Department of Community Development with funding from the General Fund.

Code Enforcement

The City shall continue code enforcement efforts to encourage property maintenance. This includes the identification of nuisances which endanger public health and safety and the provision of technical support or other incentive to allow early correction of the problem.





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Exhibit 7-2
Emergency Services and Facilities

The City shall also work towards the identification and renovation of structures which do not meet current seismic safety standards and electrical code requirements. In areas that are subject to annexation, the inventory and rehabilitation of substandard structures shall be made after these areas are annexed to the City. Code enforcement is an ongoing activity and will continue to be financed through CDBG funds. The rehabilitation of substandard structures shall be the responsibility of individual property owners, with CDBG funds available for qualified homeowners. To the extent available, redevelopment funds may also be used for this program.

Fire Prevention

The City shall develop fire prevention programs to promote fire safety in the City. This shall include fire prevention and protection information and tips in the City newsletter and local newspapers. It shall also include Fire Department and law enforcement officials review of proposed buildings plans to solicit recommendations on fire protection, crime prevention, and other safety measures. The City shall also encourage periodic inspections by the Fire Department of existing structures, for compliance with fire safety standards and practices. This is an ongoing program by the Department of Building and Public Services. It is financed by the General Fund. As part of this program, the City shall explore ways to require existing single family homes to install smoke detectors prior to a transfer of ownership.

Fire Access

The provision of adequate roadway widths will facilitate emergency response during a disaster. Roadway standards have been established by the County Fire Department to ensure access for firefighting equipment to all areas in the City. The standards specify that every building should be accessible to Fire Department apparatus by way of access roadways with all-weather driving surface capable of supporting the imposed loads of fire apparatus of not less than 20 feet of unobstructed width, clear to the sky, and with adequate roadway turning radius. Fire lanes are needed when an exterior wall of a building is located more than 150 feet from a public vehicle access. This applies to Cudahy's long and narrow lots. Minimum driveway widths are required to be maintained clear at all times. Fire access standards are implemented by the Fire Prevention Bureaus during the plan check process. This ongoing program is coordinated by the Department of Building and Public Services.

Emergency Plan

The City has an Emergency Plan which outlines responsibilities and procedures to follow in the event of an emergency or city-wide disaster. It discusses the potential emergency situations in the City and outlines responsibilities for emergency preparedness and emergency response. Specific emergency functions and operations, available resources (fire stations, emergency shelters, hospitals and clinics, resource persons, etc.), and mutual aid

agreements are also provided. Exhibit 7-3 shows designated evacuation routes in Cudahy. The City shall regularly update and implement its Multi-Hazard Functional Plan for Emergency Operations. This is an ongoing activity by the Emergency Services Coordinator, with funding from the General Fund. In order to keep city staff informed of their responsibilities, annual reviews and drills shall be performed. Also, a summary or pamphlet of the procedures and responsibilities shall be provided to involved individuals for easy reference.

Plan Check

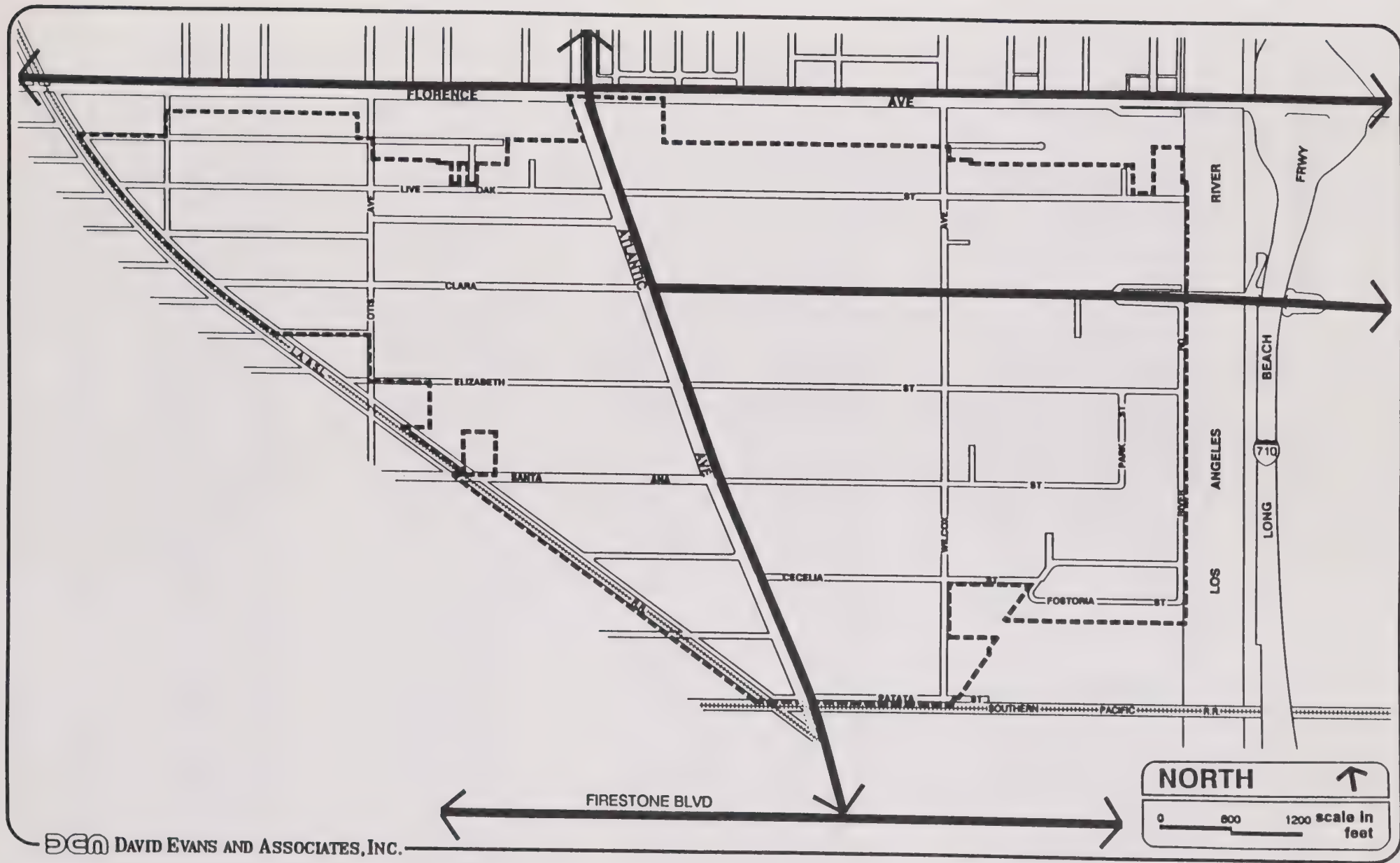
All new development shall continue to be subject to the plan check process. This ensures compliance with the Uniform Building Code, Fire Code, Mechanical Code and other development codes and standards. It will help guarantee that all structures are built with sound construction and engineering methods, can resist groundshaking from earthquake events, and incorporates fire prevention and protection features. The Department of Building and Public Services is responsible for this program. It is financed by the General Fund.

Safety Measures

The City shall continue to use the City newsletter and local newspapers to increase public awareness on safety, crime prevention, fire prevention, earthquake preparedness and other practical safety measures. Also, it shall offer earthquake preparedness, first aid and CPR classes as part of the recreational and library programs in the City. These and other public programs to increase emergency preparedness and promote public safety for residents and businesses shall be initiated by the Department of Community Services in 1993, with funding from the General Fund.

EMERGENCY PREPAREDNESS

The City of Cudahy can reduce the impacts of natural hazards by emergency preparedness programs. Although the City of Cudahy is not within or near a seismic hazard zone, it will be subject to groundshaking and other hazards associated with earthquake events. Emergency preparedness provides the City and its residents with established procedures to minimize human injury, property damage, and economic and social disruption during a disaster. By setting standards for emergency response and services, the City will be able to control the degree of injury and damage that accompanies an emergency situation. By encouraging individuals make their residences and businesses safe and equipped to deal with a disaster, there would be less demand for public emergency services. The following programs will increase emergency preparedness in the City.



Police and Fire Protection Services

The City shall regularly review the adequacy of police/law enforcement services and fire protection and emergency services in the City. This shall be part of the annual budget review of contracts with the County Fire Department and the local law enforcement officials. The City shall work with local law enforcement officials and the County Fire Department to correct any identified deficiencies. It shall also request that local law enforcement officials and the Fire Department to review proposed development plans. In this way, they can recommend measures that will decrease fire potential and crime and facilitate quicker response. This program is ongoing and performed by the Department of Community Services and Community Development. It is financed by the General Fund, to the extent available.

Fireflow Capacity

The City shall work with local water companies to determine the adequacy of emergency water in their systems. Reservoir capacity is considered adequate if it can hold enough water to provide continuous fireflow for at least 10 hours plus peak day demand. The City's total fireflow need is estimated at 2.8 million gallons per day or 4,640 gallons per minute from all three water companies. This figure plus peak day demand shall be the minimum reservoir capacity available to the City. The City shall regularly monitor the pressure of existing fire hydrants to determine fireflow capacity for emergency situations. Any new development shall be required to upgrade fire hydrants, in order to supply the minimum fireflow needs of their service area. This ongoing program is implemented by the Department of Building and Public Services, with funding from the General Fund.

Volunteer Program

The City shall seek to utilize volunteers in disaster recovery programs and other emergency situations. It shall actively solicit for volunteers to serve the City during emergencies and offer a training program for these volunteers. All volunteer resources persons shall be included in the City's list of resources with their individual responsibilities. This program shall be implemented in 1993 by the Department of Community Services through the General Fund.

Disaster Reconstruction Plan

The City shall include a disaster reconstruction plan in its Emergency Plan. The plan will outline measures to maintain control and organize operations after a disaster. It shall include responsibilities for clean-up, aid and funding acquisition, private development assistance, and other projects to minimize the economic and social disruption of the disaster. This will be initiated by the Emergency Services Coordinator in 1994, with funding from the General Fund.

Emergency Preparedness Classes

The City shall work with the LAUSD, the Fire Department, and local law enforcement officials in offering classes on earthquake preparedness, fire prevention, crime prevention, hazard protection and other safety issues to school-age children and interested parties. This shall be coordinated by the Department of Community Services in 1992 and financed by the General Fund.

Emergency Shelters

The City shall maintain a list of available emergency shelters in the area. This shall include schools, auditoriums, gymnasiums, hospitals, and other structures which have large open areas to accommodate cots and provide mass care and emergency assistance. Additional structures shall be explored and agreements sought with property owners for the potential use of the facilities in cases of a disaster or emergency. The list of emergency shelters shall be made available to all residents, along with emergency facilities and evacuation routes. This will inform them of the services available in the event of a city-wide disaster. This program shall be initiated by the Emergency Services Coordinator in 1994 with funding from the General Fund.

CRIME PREVENTION

With limited understanding on the forces that drive a person to commit crimes, acts of violence, or unlawful activities, crime prevention takes on a defensive position. The main objectives of crime prevention include establishing ways that make it difficult to commit a crime, or promote features that resist criminal elements, and apprehend perpetrators. Ongoing and proposed programs to reduce crime incidence in Cudahy are discussed below.

Anti-gang and Anti-drug Programs

The City shall work with local law enforcement officials on anti-drug and anti-gang programs. This will help reduce crimes in the City that are due to gang activity and drug abuse. The program also allows the use of confiscated property for increase anti-drug and anti-gang efforts. This program is ongoing and coordinated by the City Manager.

Graffiti Removal

The City shall develop guidelines for the landscaping of large areas of blank walls to hide and prevent vandalism and graffiti. It shall also establish a volunteer program for graffiti removal in public places and other areas throughout the City. This program shall be initiated by the Department of Community Development in 1993, with the General Fund.

Beautification Program

The City shall initiate a Beautification Program for the City's residential neighborhoods. This will involve the removal of graffiti, installation of landscaping, tree planting, trash removal, regular yard upkeep, and other activities that will help improve the aesthetic quality of public and private places and yards in the City. It may include the City's maintenance of existing sidewalks and parkways, along with volunteer efforts for day-long "cleaning" projects, and individual maintenance of parkway trees. Also, the City shall encourage the landscaping of residential front yards along heavily used streets such as Santa Ana, Clara and Wilcox Streets. The beautification program shall be initiated in 1993 by the Department of Community Services and funded by the General Fund.

Neighborhood Watch

The City shall work with local law enforcement officials and residents in the formation of neighborhood watch groups and crime prevention and awareness programs. This will increase private efforts to protect individuals and property through practical measures such as locking doors, security lighting, concealing valuables, etc. This is an ongoing program through the City Manager and funded by the General Fund.

SECTION 8 : NOISE ELEMENT

INTRODUCTION

Excessive noise levels disturb and disrupt human activities and can affect the physical and psychological health of individuals. They depreciate the quality of the environment by affecting work, sleep, and recreation. The Noise Element of the *Cudahy General Plan* provides measures to minimize noise problems in the City. With the majority of the planning area devoted to residential uses, it is important that noise sources are controlled at the source, are located away from residential communities, or buffers are provided between the sources of noise and residential areas. The noise mitigation program in the Noise Element explores these options, along with noise insulation standards and land use compatibility along major noise corridors.

The Noise Element Profile Report contains a discussion of the characteristics and effects of noise, state and federal guidelines on noise control, and an evaluation of the existing noise environment in the City. Noise levels from traffic along major roads and highways are provided and noise contours are plotted to show areas which are subject to noise impacts. The Profile Report discusses the location of noise-sensitive land uses and the various noise sources, with the intent of buffering and/or separating these uses.

Projections of the future noise environment at build-out of the Land Use Plan are provided in the Noise Element. They serve as a basis for determining noise problems that may occur with future development. The Noise Element can then more effectively establish guidelines for controlling noise levels in the City and control, reduce or prevent significant increases in noise levels.

As mandated by the *California Government Code Section 65302(f)*, the Noise Element follows the guidelines established by the *Office of Noise Control of the State Department of Health Services*. Noise contour maps identify existing noise levels in the City and projected noise levels due to future traffic. Goals, policies, and guidelines for minimizing increases in ambient noise levels are outlined below.

GOALS AND POLICIES

The two main areas of concerns of the Noise Element is the protection of noise-sensitive land uses from excessive noise and the control of noise sources from affecting other land uses in the City. The goals and policies below address these issues. They were developed in recognition of existing noise sensitive uses and noise sources in the City. The goals and policies separate noise sources, where possible, and regulate uses that would occur within or near these areas.

Issue: Noise Sensitive Uses

Noise-sensitive land uses in the City of Cudahy include the residential areas (which cover nearly 60 percent of the land area), mobile home parks, schools, the library, and local churches. They represent users and activities that could be easily disturbed or annoyed by noise levels beyond acceptable standards. The mitigation of existing and protected noise problems will include the reduction of noise levels within these areas.

Goal 1 Prevent any increase in the established acceptable ambient levels of sound in the residential areas of the community.

- Policy 1.1 Consider the inclusion of noise-impacted areas in redevelopment or other programs which would permit assistance for the residents with relocation, rehabilitation, or insulation of their structures and properties.
- Policy 1.2 Consider steps to correct existing noise problem areas through the establishment of buffers and barriers or through abatement procedures.
- Policy 1.3 Discourage the location of unbuffered noise sources near residential areas and schools.

Issue: Noise Sources

Noise in the City comes primarily from roadway traffic. Roadway noise levels are highest along Atlantic Avenue, Salt Lake Avenue, and the Long Beach Freeway. Train noises affect areas on the western and southern edge of Cudahy. Stationary noise sources include commercial uses on Atlantic Avenue and industrial uses on the southern section of the City. Noise from these uses need to be controlled to reduce their impacts on adjacent uses.

Goal 2 Prohibit unnecessary, excessive and offensive noises which are detrimental to the public health and welfare and contrary to the public interest.

- Policy 2.1 Evaluate the noise impacts of all land use decisions which are subject to environmental review under CEQA.
- Policy 2.2 Control at their sources, any sounds which exceed accepted community noise levels.
- Policy 2.3 Limit construction activities to daytime hours to reduce construction noise impacts.
- Policy 2.4 Discourage truck traffic on local streets during nighttime hours.
- Policy 2.5 Establish acceptable limits of noise for various land uses throughout the community.
- Policy 2.6 Encourage increased acoustical design in new construction when adjacent to known sources of noise.

IMPLEMENTATION PROGRAM OF LAND USE PLAN AND NOISE

Noise issues in the City may be addressed by a city-wide noise mitigation program. The program will include various ways to control noise in the City, prevent the creation of noise problems, and improve the living environment.

As identified in the Noise Profile Report, noise problems in the City include vehicular traffic on city streets and the Long Beach Freeway. Industrial and commercial activities also present noise concerns to adjacent uses. The location of mobile home parks within industrial and commercial areas exposes all mobile home residents to stationary noise from these land uses. Residential areas beside the railroad tracks are affected by train noise. Schools, the library and City parks are not located in noisy areas, although they may be exposed to freeway noise.

The Land Use Plan for the City of Cudahy recognizes the existing noise concerns in the City. Thus, it calls for the eventual relocation of mobilehome parks from the industrial and commercial areas and into the more quiet residential neighborhoods. Also, Atlantic Avenue is a high-volume traffic corridor and land uses along this roadway have been limited to commercial and commercial-manufacturing uses. The Regional Center Overlay is located in the southern section of the City, where it is least likely to impact residential areas. And the future relocation of the Civic Center to a site on Atlantic Avenue will help reduce vehicle noise on Santa Ana Street. These land use decisions respond to the need to avoid increases in noise levels within residential areas and to control noise sources from adversely affecting City residents.

Aside from the existing noise environment, noise levels at buildout of the Land Use Plan were estimated using projected traffic volumes for 2010. As with the existing noise levels, the Federal Highway Administration Noise Prediction Model was used estimate roadway noise levels along City streets. Table 8-1 provides the distance of the 65, 60 and 55 CNEL noise contours from the roadway centerline and Exhibit 8-1 shows the future noise contours. Although the exhibit does not account for noise buffers and barriers within each development, uses in areas within the 65 CNEL contour will generally be subject to high noise levels.

**TABLE 8-1
FUTURE ROADWAY NOISE LEVELS**

Distance from Roadway Centerline to CNEL (in feet)					
Roadway Segment		65 CNEL	60 CNEL	55 CNEL	CNEL at 50 feet from centerline
Clara Street -	Wilcox/LA River	0.0	150.0	472.2	63.73
	Atlantic/Wilcox	0.0	104.0	325.7	62.11
	Otis/Atlantic	0.0	82.9	258.4	61.11
Elizabeth Street -	Wilcox/LA River	0.0	0.0	71.5	55.61
	Atlantic/Wilcox	0.0	57.9	179.3	59.66
Santa Ana Street -	Wilcox/Park	0.0	0.0	103.4	57.24
	Atlantic/Wilcox	0.0	68.8	214.4	60.44
	Salt Lake/Atlantic	0.0	107.9	329.0	61.45
Wilcox Avenue -	Patata/Santa Ana	0.0	0.0	93.2	56.79
	Santa Ana/Clara	0.0	118.0	371.2	62.82
	Clara/Florence	0.0	127.2	400.5	63.15
Patata Street -	Atlantic/Wilcox	0.0	97.7	306.6	61.99
Atlantic Avenue -	Patata/Santa Ana	194.0	604.9	1,910.0	68.97
	Santa Ana/Clara	194.6	606.9	1,916.5	68.98
	Clara to Florence	168.4	522.9	1,650.3	68.33
Salt Lake Avenue -	Patata/Elizabeth	79.8	250.7	792.1	66.27
	Elizabeth/Florence	64.0	200.2	632.4	65.29
Otis Avenue -	Elizabeth/Flower	0.0	104.2	327.2	62.28
	Flower/Florence	0.0	97.3	305.2	61.97
Long Beach Freeway*	Florence/Firestone	3,549.7	11,222.4	35,484.7	80.68
0.0 - indicates noise contour is within roadway right-of-way					
* based on traffic volume of 235,900 ADT (preliminary estimate by Caltrans)					
Source: David Evans and Associates, Inc. 1991. (Worksheets in Appendix C)					

The Land Use Plan recognizes the continued operations of railroad operations through the City. Several variables must be taken into account in determining actual noise levels produced by line operations. For the locomotive, the noise emitted by the engine is independent of the train's velocity; however, the noise output of the locomotive is highly dependent on track grade conditions. Slowing down or movement on the spur tracks will result in increased noise output emanating from braking equipment.

Car noise, attributed to wheel/rail noise, is highly dependent on speed, increasing approximately 6 dB for each doubling of train velocity. A number of other variables, primarily relating to physical track or wheel conditions, is also significant in influencing wheel/rail generated noise.

These factors include:

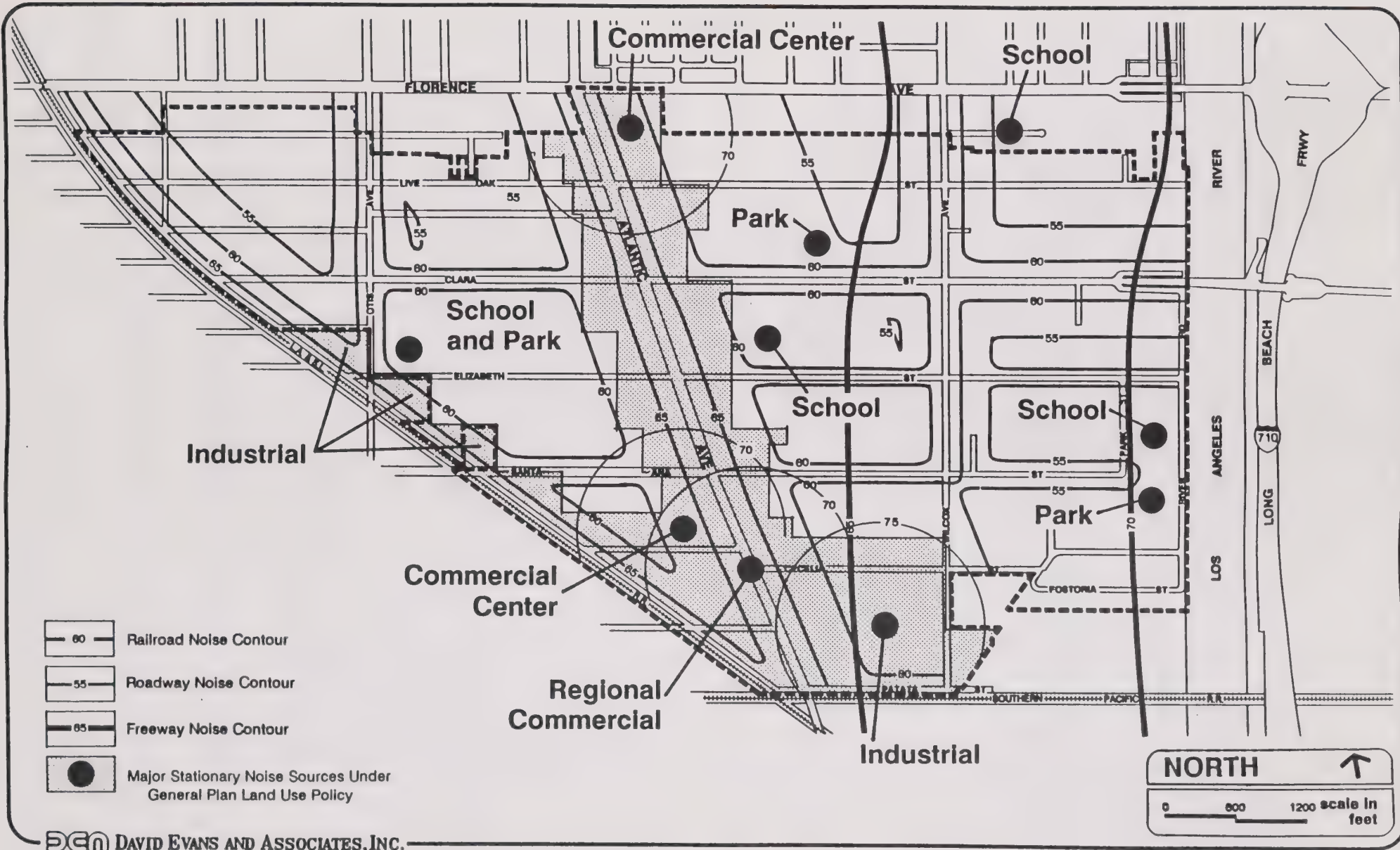
- Type of rails (welded or joints) 4 to 8 dBA increases.
- Condition of wheels on cars up to 8 dBA.
- Configuration of railroad right-of-way (linear vs. curved) 10 to 15 dBA.
- Grade crossings and signal controls - 6 to 8 dBA.

The lines through the City are generally linear and with the exception of the rail spurs that provide connections to the individual parcels. The Southern Pacific rail line travels along the southern border of the City and does not impact any noise sensitive land uses. The greatest potential for noise impacts or noise sensitive land uses comes from the Los Angeles and Salt Lake Railroad located immediately adjacent to Salt Lake Avenue. On the average, train noise will range from between 60 to 70 dBA at fifty feet depending on the length and speed of the train. Noise contours from the railroads are depicted in Exhibit 8-1.

The redesignation of the City's industrial section to Commercial Manufacturing, with a Regional Center Overlay in some areas is expected to promote the redevelopment of the existing smaller and older industrial uses. This will help reduce noise from industrial activities in the City. Present industrial noise levels would then represent a worst case estimate of future noise levels in the area. Potential areas of significant stationary noise sources are shown in Exhibit 8-1.

NOISE MITIGATION PLAN

In order to protect residents from the disruptive and health effects of excessive noise, the City shall develop a noise mitigation program. The noise mitigation program for Cudahy shall expand existing regulations relating to noise and establish standards for controlling noise sources and their impacts. This may include the provision of noise barriers (berms, walls, etc.), buffer areas or setbacks, increased insulation, blank exterior walls, double-paned windows, noise-masking sounds, mufflers, and other noise control devices and building features. Vibration that affects adjacent properties shall also be regulated.



The City shall require an acoustical analysis for projects that have the potential for generating excessive noise levels or those uses which would be developed adjacent to a noise source. The study shall include existing ambient noise levels from mobile and stationary sources. It shall estimate cumulative noise levels at implementation of the project. The estimates shall be provided for both interior and exterior areas on site. Specific measures to reduce projected noise levels to acceptable standards shall be identified. Table 8-2 provides noise compatibility criteria by land use.

TABLE 8-2 NOISE COMPATIBILITY CRITERIA									
Land Use	Compatibility Criteria								
Residential									
Exterior	Outdoor living areas must be mitigated to 60 dB CNEL or less								
Interior	Habitable rooms must be mitigated to 45 dB CNEL or less								
Noise Sensitive Land Use									
Exterior	Outdoor living areas must be mitigated to 60 dB CNEL or less								
Interior	Habitable rooms must be mitigated to 45 dB CNEL or less								
Commercial									
Exterior	A noise level of 65 dB CNEL or less or a noise level which does not interfere with normal; business activity								
Interior	A noise level of 45 to 65 Leg(h) depending on interior use								
	<table> <tr> <th>Typical Use</th><th>Leg(h)</th></tr> <tr> <td>Private office, church sanctuary, college preschool, school ((K-12), board room, conference room, etc.</td><td>45</td></tr> <tr> <td>General office, reception area, clerical, etc.</td><td>50</td></tr> <tr> <td>Bank lobby, retail store, restaurant, typing pool, etc.</td><td>55</td></tr> </table>	Typical Use	Leg(h)	Private office, church sanctuary, college preschool, school ((K-12), board room, conference room, etc.	45	General office, reception area, clerical, etc.	50	Bank lobby, retail store, restaurant, typing pool, etc.	55
Typical Use	Leg(h)								
Private office, church sanctuary, college preschool, school ((K-12), board room, conference room, etc.	45								
General office, reception area, clerical, etc.	50								
Bank lobby, retail store, restaurant, typing pool, etc.	55								
Industrial									
Exterior	A noise level of 70 dB CNEL or less or a noise level which does not interfere with normal business activity								
Interior	A noise level of 65 Leg(h)								
<p>Leg(h) the A-weighted equivalent sound level averaged over a period of "h" hours. An example would be Leg(12) where the equivalent sound level is the average over a specified 12-hour period (such as 7 a.m. to 7 p.m.). Typically, the time period "h" is defined to match the hours of operation of a given type of use.</p>									

The acoustical analysis shall be incorporated into the development review process during permit processing of proposed developments. As part of the environmental review, mitigation measures shall be made conditions of approval and a monitoring program established. State standards on noise insulation shall be applied during the plan check process for new developments. These standards are provided as Appendix A.

For the evaluation of noise impacts, acceptable noise levels of various land uses, as established by the California Office of Noise Control, are shown in Exhibit 8-2. Compliance

with the noise regulations of federal and state agencies, as summarized in the Noise Profile Report, shall be monitored by the City. They include noise standards for industrial operations, federally-funded projects, motor vehicles, airport noise, classrooms, libraries and other educational facilities, multi-family residential uses, hotels, and motels.

With most of the City developed, noise abatement can be implemented during rehabilitation or redevelopment activities, or as part of the code enforcement process. Redevelopment projects shall comply with City noise standards and, to the extent funds are available for these purposes, the Agency shall provide assistance to the residents of affected properties with relocation, rehabilitation, or insulation of their structures and properties.

The noise mitigation program shall also identify noisy activities and operations and provide guidelines to reduce disturbance on adjacent uses. Noise-generating activities will include construction equipment and activity noise, sports events, use of play areas, power mowers and leaf blowers, garbage collection and truck traffic and deliveries, false car or security alarms, large gatherings and other outdoor activities. Limitations in the hours of operation and the length of operation will contribute in large part to the reduction of noise from these uses. Noise during the nighttime and the early morning hours are more disruptive and the regulation of activities during these times will prevent adverse noise impacts.

The City shall also work with agencies who may be involved in noise control or noise creation in the City. They include the California Department of Transportation (freeway noise), L.A. Department of Airports (overhead aircraft), local law enforcement officials (helicopters and sirens), Southern Pacific and Union and Electric Railroad Companies (train traffic), Department of Motor Vehicles (vehicle noise), Department of Labor (OSHA workplace noise), Federal Department of Housing and Urban Development (subsidized housing projects), California Office of Noise Control (noise standards) and others. Coordination with these agencies will allow the City to work towards preventing or minimizing future increases in noise levels in Cudahy. The noise mitigation program shall be initiated and implemented by the Department of Community Development in 1993, with financing from the General Fund, to the extent available. Other funding sources may be used for this program, as they become available.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY SINGLE FAMILY, DUPLEX MOBILE HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
RESIDENTIAL- MULTI FAMILY	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
TRANSIENT LODGING- MOTELS, HOTELS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SCHOOLS, LIBRARIES CHURCHES, HOSPITALS, NURSING HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
AUDITORIUMS, CONCERT HALLS, AMPITHEATRES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
PLAYGROUNDS, NEIGHBORHOOD PARKS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
OFFICE BUILDINGS, BUSINESS, COMMERCIAL AND PROFESSIONAL	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX

LEGEND



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 85dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 85dB CNEL criterion wherever possible and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 85dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

DAVID EVANS AND ASSOCIATES, INC.

City of



GENERAL PLAN

SECTION 9: AIR QUALITY ELEMENT

INTRODUCTION

Southern California's air quality is severely degraded, despite 45 years of the most stringent pollution control in the nation. State and federal air quality standards for many pollutants, which are set to protect public health, are violated more frequently than in other sections of the United States or California.

The South Coast Air Basin of California, which includes Orange County and the non-desert areas of Los Angeles, Riverside, and San Bernardino counties, has the most polluted air in the nation. It is the only area designated by the U.S. Environmental Protection Agency as having "extreme" air pollution. Congress enacted amendments to the federal Clean Air Act in 1990 that extended the deadline for attainment, based on the severity of a region's pollution. The deadline for the South Coast Basin is 2010.

Early efforts in air pollution control focused on reducing industrial emissions, later expanding to include emissions from automobiles. More recently, efforts have also been directed to changing the use of automobile, land, and energy sources of emissions rather than on technological controls. Both the federal and California Clean Air Acts require that areas of the nation and state that do not meet air quality standards must implement transportation control measures and reduce overall emissions by 3 to 5% a year. The California Clean Air Act gave air pollution control and air quality management districts authority to adopt indirect source regulations over facilities that attract large numbers of automobiles.

Because implementation of these actions is largely a local responsibility, local governments are being asked to take a stronger role in air pollution control than they did in implementing the 1979 and 1982 AQMP's. Although air quality elements are not required by state law, the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD), which are the agencies designated by the governor to develop and revise the regional air quality plan, strongly encourage local governments to adopt air quality elements or their equivalents in their general plans in order to conform to requirements of the adopted 1991 AQMP.

The 1991 AQMP was developed by SCAG and the SCAQMD to address requirements of the California Clean Air Act. It was approved by the SCAQMD on July 12, 1991, after prior approval by SCAG, and is the implementation plan for state and local purposes. Additional revisions are required to conform to the federal Clean Air Act; therefore, the 1991 AQMP is not the approved State Implementation Plan (SIP) for federal purposes.

Guidelines for the Development of Local Air Quality Elements have been prepared by SCAG. These guidelines contain a number of actions which are recommended or required for local governments in order to conform to the 1991 AQMP.

Local Implementation Requirements of the 1991 Air Quality Management Plan

Local governments are required by the 1991 AQMP to implement specified AQMP measures, but the 1991 AQMP differs from the earlier 1989 AQMP in how local governments must comply. Truck restriction and parking management, including policies to revise parking codes, are the only measures required by the 1991 AQMP for inclusion in an air quality element for a city without a large special event center. Bicycle routes which facilitate home/work commuting are required in a general plan, although not necessarily in an air quality element. Other measures can be implemented through adoption of ordinances at least as stringent as model ordinances to be developed by the SCAQMD.

The 1991 AQMP requires local governments to adopt ordinances for the following strategies:

- Person Work Trip Reduction
- Non-motorized Transportation
- Employer Rideshare and Transit Incentives
- Auto Use Restrictions
- Parking Management
- Merchant Transportation Incentives
- Auto Use Restrictions
- Truck Dispatching, Rescheduling and Rerouting

The SCAQMD declared its intent to adopt backstop rules that would be imposed in any city where implementation ordinances are determined by the SCAQMD to be inadequate. Additional local government measures, including control of emissions associated with new construction and reducing emissions from energy use, are also suggested in the AQMP.

Those measures for which the SCAQMD intends to adopt model ordinances are described in Appendix IV-E of the 1991 AQMP and summarized in Table 9-1:

**TABLE 9-1
LOCAL ACTIONS REQUIRED OR RECOMMENDED BY 1991 AQMP**

AQMP STRATEGY	ORDINANCE		GENERAL PLAN	OTHER
	Required	Optional		
Alternative work weeks, telecommuting by government employees	X			
Alternative work weeks, telecommuting, trip reduction by local employers	X			
Telecommuting centers for new developments	X			
Set-aside local resident space for employers with multiple facilities	X			
Zoning and licensing to allow telecommuting and home employment	X			
Non-work trip reduction programs for large retail establishments and special event centers	X			
Bicycle routes that support job and non-work trips			X	
Parking for bicycles, showers and locker facilities for new commercial and industrial facilities	X			
Trip reduction plans for employers of 100 and buildings housing 100	X			
Support for Transportation Management Association formation		X		
Parking management practices			X	
Revised parking codes			X	
Clean Streets Program	X			
Auto-free zones for special event centers (where applicable)			X	
Customer mode-shift incentives for large retail establishments	X			

TABLE 9-1
LOCAL ACTIONS REQUIRED OR RECOMMENDED BY 1991 AQMP

AQMP STRATEGY	ORDINANCE		GENERAL PLAN	OTHER
	Required	Optional		
Improved truck routing, delivery scheduling and shipping and receiving plans	X		X	
Supplemental development standards	X			
Actions to facilitate transit for regional shopping centers	X			
Local implementation of Regulation XV		X		
Data collection for SCAQMD				X
Source: South Coast Air Quality Management District. 1991 AQMP Appendices IV-C and IV-E.				

Southern California cities differ significantly in size and character. Therefore, some recommended actions are not applicable to all cities. Other programs need to be tailored to meet the unique conditions of each city.

AQMP Conformity

Large development projects are required by the 1991 AQMP to demonstrate that they conform to the adopted AQMP. The type and size of projects that are covered by the conformity review requirements and for which an analysis must be provided to the Southern California Association of Governments are listed in Table 2. Because Cudahy is small in area and because it is already developed, there are few large tracts of land available for projects of the size requiring conformity review. Redevelopment projects are likely to be in-fill projects and not of a type or size threshold that requires a demonstration of conformity.

TABLE 9-2
SIZE CRITERIA FOR PROJECTS REQUIRING AQMP CONFORMITY REVIEW

1. Airports with at least 50 based aircraft, 25,000 annual itinerant operations or 35,000 local operations.
2. Airports served by a CAB or PUC certified carrier.
3. Public use airports more than 20 miles away from the nearest airport meeting the above criteria.
4. Sports, entertainment or recreation facilities that accommodate at least 4,000 people per performance, or that contain 1,500 fixed seats or more.
5. Office building or office parks that employ more than 1,000 people or contain over 250,000 square feet.
6. Hotels or motels with 500 rooms or more.
7. New electrical generating facilities or expansion of existing generating facilities.
8. Transmission lines with capacity of 22 kw or more.
9. Flood control project, dams, reservoirs or debris basins on or affecting a major water body that has a tributary area greater than 20,000 acres at the county line, or facilities on a drainage course having a tributary basin greater than 50,000 acres and draining directly into the ocean.
10. Projects in an area that is designated to be of regional significance and concern in the SCAG-adopted Conservation and Open Space Plan.
11. Industrial plants and industrial parks that employ more than 1,000 people, occupy more than 40 acres of land or contain more than 650,000 square feet of floor space.
12. Mining operations with more than 40 acres or producing 600,000 short tons annually.
13. Petroleum or gas refineries, recovery operations, storage facilities or expansion of existing facilities (not gas station storage facilities).
14. Designation of a drilling district.
15. Petroleum and gas pipelines that are part of a national distribution system.
16. Water ports, or the expansion of an existing port, so that capacity is increased by at least one million short tons of cargo per year.

**TABLE 9-2
SIZE CRITERIA FOR PROJECTS REQUIRING AQMP CONFORMITY REVIEW**

- | | |
|-----|---|
| 17. | Small craft harbors with 300 or more boat slips or open water moorages, or expansions of an existing harbor to accommodate at least 300 additional boat slips or open water moorages. |
| 18. | Residential development including mobile home parks with 500 dwelling units or more. |
| 19. | State highways and arterial roads (construction or major modification) or roads that provide primary access to a regionally significant area (designated in the SCAG-adopted Conservation and Open Space Plan). |
| 20. | Construction of a post-secondary school, public or private, for 3,000 students or more, or expansion of an existing facility having a capacity of 3,000 students or more by an addition of at least 20 percent more students. |
| 21. | Sewage treatment facilities with a capacity of at least 750,000 gallons per day, or the expansion of an existing facility by at least that much, and any proposed interceptor. |
| 22. | Shopping centers or trade centers that employ 1,000 persons or more, or contain 500,000 square feet of floor space. |
| 23. | Class I solid waste disposal sites or the expansion of an existing Class I site, or other sites of more than 40 acres, or expansions of sites by at least 40 acres. |
| 24. | Transit projects. |
| 25. | Water treatment facilities with a capacity of 225,000 gallons a day or more, or the expansion of an existing facility by that much, and proposed major arterial water mains. |
| 26. | Construction of a hospital of 500 beds or more, or expansion of a hospital of this size by 20% or more. |

Existing City of Cudahy Conditions Impacting Air Quality Planning

All transportation, and some land use, measures in the 1991 AQMP are directed at reducing emissions from automobiles, but not all are equally applicable to the region's cities. Each city has unique economic, demographic, growth, size, etc. characteristics that make some of the measures infeasible and require that others be adapted to meet the City's needs in order for them to be effective. Therefore, adoption of uniform ordinances is not practical for every city.

The goals, policies and implementation programs contained in the City of Cudahy Air Quality Element have been developed to meet the underlying goals of the 1991 AQMP, but

have been tailored to support other elements of the General Plan and to achieve regional air quality goals through strategies appropriate for the City of Cudahy.

Existing programs and conditions in the City of Cudahy that impact on air quality in order to identify opportunities and constraints for new or modified programs are summarized below:

Land Uses

The City is largely residential, with only a very small portion of the City zoned R-1. The remainder of the residential area is R-3. Cudahy is almost entirely built out, with virtually no open land remaining. Population density is very high. Housing conditions are described in detail in the Background Report for the Housing Element. The Draft Land Use Plan promotes recycling of older residential units, which will have the potential to slightly increase the number of units in the City.

Many of the multi-residential lots have limited off-street parking. Parking is prohibited on city streets between the hours of 2 AM and 4 AM, thus eliminating streets as a place to supplement on-site parking.

The City's industrial area lies along the southern boundary with the City of South Gate and along Salt Lake Avenue. Approximately one tenth of the City is in industrial use. Industrial facilities are small and are largely engaged in light manufacturing and fabricating iron, steel, plastic, and fiberglass products. As indicated by emissions totals for the City, the cumulative impact of these industries on air quality is small compared to cities with one or more large industrial emitters.

Cudahy's commercial area is along Atlantic Avenue. There are no large subregional shopping centers, but several large grocery stores, convenience malls, and restaurants attract some visitors from adjacent communities.

Job/Housing Balance

One of the major objectives of the 1989 AQMP was to achieve greater balance between housing and employment opportunities throughout the region. The basis for this policy was that workers could be expected to reduce vehicle miles traveled if they lived where there was greater opportunity for employment in the vicinity of their residences. The 1991 AQMP retained the emissions reductions achievable through jobs/housing balance, but allows local governments to consider the substitution of other programs which achieve equivalent reductions in vehicle miles traveled as well as achieving the jobs/housing targets identified in the 1989 AQMP.

Cudahy is in the Central Los Angeles subregion. For the subregion as a whole, the ratio of jobs to housing units was estimated to be 1.85 in 1984. Jobs and housing are considered to be "balanced" at a ratio of 1.2. The subregion is projected to increase jobs more than housing units by 2010, based on current trends. Therefore, a goal of 1.83 jobs per housing unit was set for 2010.

The jobs/housing ratios do not consider the number of potential employees per housing unit. Areas with high population density usually have both more workers per household and more housing units per acre than areas with lower density. Cudahy's high population density means that it is contributing workers to jobs in neighboring cities within the subregion. It is likely that population density, as well as the number of housing units, will increase as older single family houses are replaced with higher density townhouses and apartments.

To be consistent with SCAG's 1991 AQMP growth management goals, Cudahy would either need to add jobs through redevelopment of its industrial area, reach agreements with surrounding cities showing that its housing surplus is being accounted for by countervailing job surpluses in the subregion and by subregional job/housing planning, or implement transportation control measures to achieve the subregional "vehicle miles traveled" (VMT) equivalent targets specified in the 1991 AQMP, or a combination of the above.

Transportation

The City is served by the Southern California Rapid Transit District (RTD), which has intercity routes along Atlantic Avenue, Clara Street and Wilcox Avenue. The nearest freeway access is to the Long Beach Freeway (Route 710), on Florence Avenue across the Los Angeles River through the cities of Bell and Bell Gardens. Through Proposition A funds, the City provides free bus service to all residents on demand anywhere within the city, as well as to adjacent communities within a five mile radius.

Emissions

Cudahy is small in total land area, and its contribution to Basin emission totals is also small, as shown in Table 9-3.

TABLE 9-3 1990 EMISSIONS IN THE CITY OF CUDAHY (TONS/DAY)					
Source	TOG	CO	NOx	SOx	PM
Area	0.10	0.14	0.05	0.00	0.26
Mobile	0.11	0.96	0.19	0.01	0.03
Point	0.64	0.02	0.08	0.05	0.03
Total	0.85	1.12	0.32	0.05	0.32
Source: South Coast Air Quality Management District (May 1991)					

Stationary sources are primarily industrial. Local industries covered by SCAQMD regulations include metal platers; manufacturers of fiberglass and plastic products; facilities which store organic solvents; degreasing equipment; and use of materials which emit hazardous air pollutants. Commercial restaurants with charbroilers are subject to AQMD regulations. Roadway dust and construction particulate emissions are also included as stationary sources in the inventory.

Area source emissions include emissions from service stations and from domestic products such as solvents and cleaners, as well as from natural gas used for heating and cooking.

Transportation emissions include all traffic generated or ending in Cudahy, as well as traffic passing through the City. There are no large sources which attract traffic within the city and no employers are covered by the SCAQMD Regulation XV, which XV requires trip reduction plans by all employers of more than 100 persons. The 1991 AQMP proposes to lower the covered threshold to 50 employees.

Communications

Cudahy is served by the weekly Industrial Post newspaper, which also serves the cities of Bell and Maywood. The Cudahy Chamber of Commerce, reinstituted in February 1991, and the Cudahy Businessmen's Association represent the interests of the business community.

GOALS AND POLICIES

The Goals and Policies of the Air Quality Element were developed to support the regional Air Quality Management Plan by reducing locally-generated emissions. Consistent with the AQMP, goals and policies are directed at reducing emissions associated with automobile use, energy consumption, and building and construction.

ISSUE: Person Work Trip Reduction.

Light duty automobiles, as a group, will remain a significant contributor to ozone and carbon monoxide air pollution, despite significant reductions from this source that will occur even without additional controls. The California Air Resources Board has adopted stringent new controls on future passenger vehicles that by 2010 will result in reductions of reactive organic gas, an ozone precursor, of 61% and carbon monoxide emissions of 67% from 1987 levels. Without projected population and travel growth, emissions reductions would be even greater. The City can assist regional efforts to reduce vehicle emissions by encouraging automobile trip reduction programs that serve to offset trip increases associated with population growth. These programs can either be directed at reducing the total number of trips or shifting single occupant automobile trips to alternative modes of travel. Examples of such alternatives include bicycle trips.

Goal 1 Reduce automobile use.

- Policy 1.1 Allow telecommuting by public employees on a case by case basis, where analysis shows it is feasible.
- Policy 1.2 Support trip-reduction programs, such as longer day, shorter week work schedules on a case by case basis for public employees, where analysis show that it is feasible.
- Policy 1.3 Support policies that reduce or eliminate obstacles to telecommuting.
- Policy 1.4 Encourage employers in surrounding communities to support establishment of a telecommuting center in Cudahy.
- Policy 1.5 Encourage development of a Transportation Management Association in Cudahy to serve public and private employees.
- Policy 1.6 Support legislation favoring vanpools.

Goal 2 Encourage use of non-motorized transportation.

- Policy 2.1 Encourage walking trips by residents and local employees in lieu of automobile trips.
- Policy 2.2 Encourage bicycle trips by providing bicycle paths or safe bicycle access between residential areas and employment centers, schools and recreation areas, where feasible.
- Policy 2.3 Require that any future large employment center provide bicycle lockers and storage, where bicycle access is feasible.

Goal 3 Reduce vehicle emissions through greater use of public transportation.

- Policy 3.1 Enhance transit performance and availability, and make the local transit system user-friendly by providing safe, attractive places to wait.
- Policy 3.2 Facilitate connections of CART to regional transit.
- Policy 3.3 Insure that information on public transit is readily available to Cudahy residents and employees.
- Policy 3.4 Insure that new development incorporates features that facilitate transit.

ISSUE: Truck Programs.

Trucks contribute to air pollution by increasing congestion when competing with automobiles during peak hours, through involvement in freeway accidents which lead to extensive vehicle slowing and idling, and through direct emissions of pollutants, especially particulates. Programs which divert truck traffic to less congested periods increase traffic flow, which reduces emissions of hydrocarbons and carbon monoxide, as well as improving truck delivery efficiency by reducing travel time.

Goal 4 Reduce Roadway Congestion.

- Policy 4.1 Encourage truck operations to divert peak hour travel, whenever feasible, to off peak periods to reduce roadway congestion and associated emissions.

- Policy 4.2 Encourage local facilities which receive trucks to adjust schedules, wherever feasible, to receive deliveries in off-peak hours.

ISSUE: Parking Management.

Availability of parking tends to encourage automobile trips that could otherwise be eliminated or made by other means. The 1991 Air Quality Management Plan calls for local measures that will reduce the supply of parking or encourage greater turnover of parking spaces through new restrictions or enforcement of existing restrictions on parking. Poor parking space design or access can also contribute to air pollution by slowing traffic on adjacent streets or by causing idling within the parking lot or structure.

Goal 5 Reduce vehicle emissions through improved parking management and design.

- Policy 5.1 Consider reducing parking requirements for both new and existing structures and developments where analysis shows that parking can serve two or more non-competing uses.
- Policy 5.2 Review parking requirements for new developments on a case by case basis and consider reducing parking requirements where present and future access to public transportation can be assured.
- Policy 5.3 Support community activities where parking is temporarily restricted and walking or public transit is facilitated.
- Policy 5.4 Continue existing city policy of restricting parking on city streets between 2 AM and 4 AM to discourage excess automobile use per dwelling unit.
- Policy 5.5 Consider limiting parking on congested arterial streets.
- Policy 5.6 Promote parking facility designs which discourage queuing.

ISSUE: Growth Management.

When housing is located far from available employment and necessary shopping and services, residents are forced to drive longer distances than when jobs, housing, and services are in close proximity. Longer trips contributes to greater automobile emissions of air pollutants.

Goal 6 Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing.

- Policy 6.1 Work cooperatively with adjacent job-rich communities to improve overall job/housing balance in the subarea.
- Policy 6.2 Support economic development policies which promote opportunities for employment within the City.
- Policy 6.3 Support economic development policies which promote a balance of shopping and services necessary for the City's residential sector.

ISSUE: Energy Consumption.

Use of electricity and consumption of natural gas produce emissions. As with automobiles, the benefits of recently adopted controls on energy production and appliances are reduced by the increase in usage associated with population growth. Energy conservation programs that reduce current and future consumption can more than offset future usage and maximize the benefits of power plant and furnace and water heater controls.

Goal 7 Reduce emissions associated with energy consumption.

- Policy 7.1 Support the use of energy-efficient equipment and design in City facilities and infrastructure.
- Policy 7.2 Encourage incorporation of energy conservation features, including passive solar, in new construction and rehabilitation of existing structures.
- Policy 7.3 Support recycling programs which reduce emissions associated with manufacture and waste disposal.
- Policy 7.4 Utilize drought resistant vegetation in city landscaping to reduce energy needed to pump water.

ISSUE: Particulate Emissions.

Fine particulate matter (PM10) is produced by travel on paved and unpaved roadways, by windblown dust when soil is disturbed, and by erosion from exposed soil. It is also produced by chemical processes in the atmosphere that form ozone and other pollutants and by

emissions from vehicles, particularly diesel-powered vehicles. Air quality projections show that all known controls are insufficient to reach state health-based PM10 standards by 2010. Local government actions can effectively reduce some of the major sources of PM10.

Goal 8 Reduce fugitive dust emissions.

- Policy 8.1 Require all feasible fugitive dust reduction techniques to be utilized during construction activities.
- Policy 8.2 Support the use of efficient street cleaning equipment and practices.
- Policy 8.3 Require reseeding and maintenance of exposed soil that has been previously disturbed.
- Policy 8.4 Encourage landscaping and tree planting which trap pollutants and protect sensitive receptors.
- Policy 8.5 Encourage alternatives to the use of leaf blowers.

ISSUE: Building and Operational Emissions.

Materials such as paints and coatings used in building construction contribute to air pollution. Siting of new sensitive receptor sources near existing sources of particulate matter or toxics and expose residents to unsafe levels of pollutants. Review of building and siting plans prior to construction can serve to reduce or eliminate both new sources of pollutants or exposure.

Goal 9: Reduce air pollution emissions and impacts through siting and building design.

- Policy 9.1 Support the use of low polluting construction materials and coatings.
- Policy 9.2 Provide, to the maximum extent feasible, for the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions.
- Policy 9.3 Encourage design of new commercial developments to allow convenient access to customers and employees using public transportation or bicycles.

Goal 10: Improve preconstruction environmental review to reduce emissions and exposure.

- Policy 10.1 Standardize air quality review procedures for all new developments.
- Policy 10.2 Facilitate project review and avoid project delays by adopting regional thresholds of significant air quality impact.
- Policy 10.3 Provide, to the maximum extent feasible, for the protection of receptors from significant health risks caused by exposure to toxic and hazardous pollutants.
- Policy 10.4 Reduce the exposure of sensitive receptors to dust and odors to the extent feasible.

Issue: Intergovernmental Cooperation.

Many air quality and transportation programs require regional and subregional cooperation to be effective. Local support for air quality legislation at the state and federal level is also essential for its passage.

Goal 11: Maximize the effectiveness of air quality control programs through coordination with other governmental units.

- Policy 11.1 Participate in the SCAQMD rule development process on regulations which impact the City of Cudahy to insure that city concerns are resolved early in the process.
- Policy 11.2 Participate in air quality plan development at the Southern California Association of Governments to insure that issues affecting Cudahy are considered in developing local government measures and that legislation that improves air regional quality and does not adversely impact Cudahy is supported.
- Policy 11.3 Participate with neighboring cities in efforts to improve regional and subregional transit.
- Policy 11.4 Require new local commercial and industrial establishments to demonstrate that SCAQMD permits have been obtained.

- Policy 11.5 Cooperate with regional efforts to support air quality legislation that benefits the city and the region.

ISSUE: Public Education

Many programs that benefit air quality, such as recycling and transit usage, are dependent for their success on public understanding and support. Communication with the public is essential.

Goal 12: Improve the effectiveness of air quality programs through local education programs.

- Policy 12.1 Support innovative bilingual public education programs that can inform segments of the public on transit availability.
- Policy 12.2 Provide bilingual assistance to local businesses in complying with SCAQMD rules and regulations.
- Policy 12.3 Utilize the City Newsletter to disseminate bilingual information on air quality, transit and related issues.

ISSUE: City programs to Reduce Directly Emitted Vehicle Emissions.

City programs which regulate traffic or specify city equipment purchases can also reduce pollutants.

Goal 13 Reduce directly emitted vehicle emissions through city government actions.

- Policy 13.1 Work with surrounding communities to reduce idling emissions by increasing traffic flow on major thoroughfares by synchronizing traffic signals.
- Policy 13.2 Encourage the use of alternate fuels in city-owned vehicles.

IMPLEMENTATION PROGRAMS

Implementation of the air quality goals and policies will be accomplished through a number of specific actions and programs. These have been grouped to correspond to the air quality measures proposed for local action in the 1991 AQMP and identified in the preceding section.

PERSON WORK TRIP REDUCTION

Trip Reduction Programs

The City Manager shall explore the feasibility of permitting modified work schedules for public employees on a case-by-case basis. Most of the City's 25 employees are single positions and need to work a five day schedule in order to provide full service during the City's posted work week. The City Manager shall also explore the feasibility of modifying the present work week schedule to determine if alternative schedules could better meet the City's needs. The City shall support the formation of a Transportation Management Association for use by employers in the city who may be covered by future amendments to Regulation XV.

Telecommuting

The City shall explore the use of telecommuting and teleconferencing for City employees to serve as a model for potential usage by City residents and businesses. Telecommuting can be through work at home by city employees one or more days a week, with communication through computer and telephone hookups to City Hall. The City will also explore acquisition of electronic communication equipment which facilitates telecommuting by employees and residents. A teleconferencing center could be established in the City's Bedwell Community Center adjacent to City Hall. The City shall explore the feasibility of such a center in terms of potential community usage and seek funding from the SCAQMD's Motor Vehicle License Fund if it finds that there is a potential need which could be met through such a center.

Alternate Transportation

The City shall review access to schools, playgrounds, and community centers and take necessary steps, such as providing and timing traffic signals to allow adequate crossing time for safe passage across streets by bicyclists and pedestrians.

PUBLIC TRANSPORTATION

The City, which already provides free transit (CART) to all residents with access to all community facilities, shall explore ways to enhance usage. Information on CART and RTD transit schedules shall be readily available to Cudahy residents and employees at city facilities and at other centers, such as supermarkets, serving the community. The City will examine existing transit stops to insure that they are safe and there are no identified impediments, such as overhanging trees, that interfere with their use. The City will work with CART operators and the RTD to insure that local access to regional transit is enhanced.

TRUCKS

The City will review truck traffic on city streets. Where truck deliveries are causing congestion during peak vehicle travel hours, the City will work with local businesses to determine if delivery times can be adjusted to eliminate conflicts.

The City will establish designated, posted truck routes and discourage truck traffic in residential neighborhoods.

PARKING MANAGEMENT

Parking Design

The City shall utilize the development review process to require that new parking lots serving commercial uses be designed to insure adequate access and egress to avoid queuing on adjacent streets.

Parking Management

The City shall support adoption of ordinances to ease parking requirements on a case-by-case basis where facilities can share a common parking lot because of different time demands, e.g. a church and an office building.

The City shall support and publicize community activities, such as a street fair, where parking is temporarily restricted and residents can walk to the site.

The City shall continue to enforce its 2-4 AM ban on parking on residential streets to discourage automobile parking and encourage transit usage.

GROWTH MANAGEMENT

Job Growth

The City shall actively pursue increased job opportunities within the City to improve the City's overall job/housing balance. The City's Redevelopment Agency shall encourage revitalization of existing commercial areas along Atlantic Avenue to promote new jobs. The Redevelopment Agency shall also instigate programs to encourage rehabilitation of the industrial area and conversion of older or abandoned facilities to warehousing and other light industrial uses.

Subregional Coordination

The City shall work with other cities within the Southeast Los Angeles County subregion to coordinate strategies to improve subregional housing and employment balance so that workers in adjacent job-rich communities can take advantage of the City's housing opportunities.

ENERGY CONSUMPTION

Building Design and Use

The City shall consider the energy efficiency of new equipment when it purchases replacement equipment and shall purchase low energy replacements whenever feasible.

Through the City's development review process, new construction shall be required to demonstrate that energy conservation measures beyond those required by Title 24 have been incorporated whenever feasible. To assist developers in knowing what options and special grants are available, the City shall work with the Southern California Edison Company and the Southern California Gas Company to identify new low cost construction, heating and appliance techniques and equipment that can result in substantial energy and cost savings for future tenants and owners. The City shall make information and utility company contacts available to all applicants for building permits.

Recycling and Water Use Reduction

The City shall promote citizen participation in subregional recycling and hazardous waste collection programs. It shall use the City Newsletter for bilingual announcements of collection sites and times.

The City, through the Development Review process, shall encourage use of drought-resistant landscaping in new construction. The City will require drought-resistant landscaping for street trees and for replacement of plantings at City facilities whenever feasible.

PARTICULATE EMISSIONS

The City shall require as part of its grading permit for new construction performance standards for fugitive dust control that must be complied with during construction. These measures shall be consistent with the particulate control measures for new construction in the 1991 AQMP and will include covering loads of dirt traveling on city streets.

The City will examine its street cleaning equipment and practices and will take steps, where feasible, to improve the efficiency of dust removal.

BUILDING AND OPERATIONAL EMISSIONS

The City will utilize its Development Review Process to encourage the use of low-polluting building materials in new construction. It will also utilize the Development Review Process to assure that the exposure of sensitive receptors to toxic and hazardous pollutants, as well as dust and odors is minimized or, where feasible, eliminated.

The City will revise its California Environmental Quality Act (CEQA) Guidelines to insure uniform assessment of air quality impacts of projects and will incorporate the SCAQMD significance thresholds in these Guidelines or into EIR's and negative declarations prepared pursuant to these Guidelines.

INTERGOVERNMENTAL COOPERATION

Planning

The City will participate in subregional planning councils and work with neighboring cities to address job/housing balance, regional transit access, and waste management issues which cut across city lines. The City will also, to the extent feasible, participate in rule hearings at the SCAQMD and air quality plan development hearings at SCAG, to insure that the city's concerns are addressed.

Rule Compliance

The City shall verify that all necessary SCAQMD permits have been obtained from new businesses before occupancy permits are issued.

PUBLIC EDUCATION

Publications

The City shall periodically include bilingual articles or announcements on issues related to air quality in issues of the City's Newsletter. Articles shall focus on SCAQMD rules that impact local businesses, transit availability, recycling programs, use of local business equipment as offsets, use of the SCAQMD's Community Bank by local businesses, special clean up programs undertaken by the city or members of the community, etc.

Programs

City staff shall utilize its own air quality vehicle registration fee funding, and propose special programs to the SCAQMD for additional funding through the Mobile Source Discretionary Fund. These funds shall be kept in a separate fund and used for specified air quality improvement projects. Air quality education programs shall be bilingual, and shall target members of the community, such as school children, senior citizens, members of the business community, etc., to promote transit use.

The City shall provide bilingual assistance to local businesses seeking information on how to comply with SCAQMD rules and regulations.

CITY PROGRAMS TO REDUCE VEHICLE EMISSIONS

Traffic Signals

The City will examine existing traffic signals and determine if timing can be adjusted to increase traffic flow.

Alternate Fueled Vehicles

The City shall explore the feasibility of replacing vehicles and other gasoline and diesel-powered equipment with clean-fueled substitutes as equipment is replaced. The City shall explore the possibility of obtaining grants from the California Energy Commission to assist in purchasing clean fuel vehicles.

**TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION**

Goal	Policy	Implementation Actions
Goal 1 Reduce automobile use	Policy 1.1 Allow telecommuting by public employees where feasible	Adopt personnel policies permitting telecommuting by public employees, when feasible
	Policy 1.2 Support trip-reduction programs, such as longer day, shorter week work schedules for public employees where studies show such programs are feasible	Adopt personnel policies permitting alternative work weeks, where the City Manager determines such schedules are feasible
	Policy 1.3 Support policies that reduce or eliminate obstacles to telecommuting in community	Review zoning code and eliminate any obstacles to telecommuting
	Policy 1.4 Encourage employers in surrounding communities to support establishment of a telecommuting center in Cudahy	Work through subregional associations to encourage job-rich cities to promote telecommuting centers in Cudahy
	Policy 1.5 Encourage development of a Transportation Management Association in Cudahy to serve public and private employees	The City shall examine potential for joint ridesharing efforts. If potential exists, the City will form a TMA open to public and private employees
	Policy 1.6 Support legislation favoring vanpools	The City Council will sign letters in support of vanpool legislation, when such legislation is pending

**TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION**

Goal	Policy	Implementation Actions
Goal 2 Encourage use of non-motorized transportation	Policy 2.1 Encourage walking trips by residents and local employees in lieu of automobile trips	City staff will prepare information for community groups promoting walking and bicycling
	Policy 2.2 Encourage bicycle trips by providing bicycle paths or safe bicycle access between residential areas and employment centers, schools and recreation areas, where feasible	City staff will review street patterns and determine if walking can be facilitated by addition of crosswalks, etc. which improve safety
	Policy 2.3 Require that any future large employment center provide bicycle lockers and storage, where bicycle access is feasible	Any future large employer will be required during the CEQA process to provide bicycle amenities where bicycle access is feasible.
Goal 3 Reduce vehicle emissions through greater use of public transportation	Policy 3.1 Enhance transit performance and availability, and make the local transit system user-friendly by providing safe, attractive places to wait	City staff will review bus waiting areas and determine if there are existing safety hazards that can be removed. Public Works will remove hazards.
	Policy 3.2 Facilitate connections of CART to regional transit	CART manager will review regional transit system and recommend schedule changes
	Policy 3.3 Insure that information on public transit is readily available to Cudahy residents and employees	Public transit information will be provided in all public buildings and provided to grocery stores
	Policy 3.4 Insure that new development incorporates features that facilitate transit	Through CEQA review, new large residential developments will be required to demonstrate that transit access has been addressed

**TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION**

Goal	Policy	Implementation Actions
<p>Goal 4 Reduce Roadway Congestion</p>	<p>Policy 4.1 Encourage truck operations to divert peak hour travel, whenever feasible, to off peak periods to reduce roadway congestion and associated emissions.</p> <p>Policy 4.2 Encourage local facilities which receive trucks to adjust schedules, wherever feasible, to receive deliveries in off-peak hours</p> <p>Policy 4.3 Restrict trucks to designated routes</p>	<p>City staff shall provide information to truck operators on advantages of non-peak travel</p> <p>City staff will examine city ordinances to insure that there are no obstacles to non-peak truck deliveries</p> <p>City staff will post signs on designated truck routes within City</p>
<p>Goal 5 Reduce vehicle emissions through improved parking management and design</p>	<p>Policy 5.1 Support reductions in parking requirements for both new and existing structures and developments where parking can serve two or more non-competing uses</p> <p>Policy 5.2 Review parking requirements for new developments on a case by case basis and consider reducing parking requirements where present and future access to public transportation can be assured.</p>	<p>City staff shall review city parking ordinance and, where appropriate, revise the ordinance to:</p> <ul style="list-style-type: none"> --allow reductions in parking requirements where spaces serve non-competing uses --allow variances in parking codes where transit access can be permanently assured

TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION

Goal	Policy	Implementation Actions
	<p>Policy 5.3 Support community activities where parking is temporarily restricted and walking or public transit is facilitated</p> <p>Policy 5.4 Continue existing city policy of restricting parking on city streets between 2 AM and 4 AM to discourage excess automobile use per dwelling unit</p> <p>Policy 5.5 Consider limiting parking on congested arterial streets</p> <p>Policy 5.6 Promote parking facility designs which discourage queuing</p>	<p>Parks and Recreation Department will promote community activities where parking is limited</p> <p>The City will continue to post parking restrictions on city streets</p> <p>City staff will continue to review traffic and consider future parking limitations when traffic warrants</p> <p>Parking access will be considered in all future CEQA reviews</p>
Goal 6 Reduce emissions associated with vehicle miles traveled by providing a balance of jobs and housing	<p>Policy 6.1 Work cooperatively with adjacent job-rich communities to improve overall job/housing balance in the subarea</p> <p>Policy 6.2 Support economic development policies which promote opportunities for employment within the City</p> <p>Policy 6.3 Support economic development policies which promote a balance of shopping and services necessary for the City's residential sector</p>	<p>City staff will participate in subregional intergovernmental meetings to improve overall job/housing balance in subregion</p> <p>City staff will implement economic development policies of the General Plan</p>

**TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION**

Goal	Policy	Implementation Actions
Goal 7 Reduce emissions associated with energy consumption	Policy 7.1 Support the use of energy-efficient equipment and design in City facilities and infrastructure	City staff will work with Southern California Edison to incorporate energy conservation designs and materials in all new city facilities
	Policy 7.2 Encourage incorporation of energy conservation features, including passive solar, in new construction and rehabilitation of existing structures	Through the CEQA process, the City shall require that all new private development projects incorporate energy conservation programs. Applicants for city building permits will be asked to contact SCE to determine low cost energy conservation measures that are available and feasible for incorporation.
	Policy 7.3 Support recycling programs which reduce emissions associated with manufacturing and waste disposal	The City shall participate in subregional recycling programs and shall provide information on recycling to city residents and employers.
	Policy 7.4 Utilize drought resistant vegetation in city landscaping to reduce energy needed to pump water	The City Parks Department shall use drought resistant plants in all replacement plantings, where feasible.

TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION

Goal	Policy	Implementation Actions
Goal 8 Reduce fugitive dust emissions	Policy 8.1 Require all feasible fugitive dust reduction techniques to be utilized during construction activities	The grading ordinance will be amended to require operators of construction projects to: --water exposed areas at least once daily --replant exposed areas at earliest possible date --cover all exposed loads of dirt in trucks traveling on city streets --wash truck tires
	Policy 8.2 Support the use of efficient street cleaning equipment and practices	
	Policy 8.3 Require reseeding and maintenance of exposed soil that has been previously disturbed	
	Policy 8.4 Encourage landscaping and tree planting which trap pollutants and protect sensitive receptors	The City Parks Department shall incorporate plantings around playgrounds that protect sensitive receptors from roadway dust
	Policy 8.5 Encourage alternatives to the use of leaf blowers	In purchasing city equipment, the City shall consider alternatives to leaf blowers for cleaning city property

**TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION**

Goal	Policy	Implementation Actions
Goal 9: Reduce air pollution emissions and impacts through siting and building design	Policy 9.1 Support the use of low polluting construction materials and coatings	The City Planning staff shall make available to other city departments and to the general public information from the SCAQMD on low polluting construction materials
	Policy 9.2 Provide for the separation of sensitive receptors, such as schools and hospitals, from sources of toxic emissions to the maximum extent feasible	The City shall require new industrial facilities to advise the City prior to commencing operation on the magnitude of use of any toxic materials and shall require that risks to nearby receptors be less than significant, according to SCAQMD criteria
	Policy 9.3 Encourage design of new commercial developments to allow convenient access to customers and employees using public transportation or bicycles.	City Planning staff, in pre-bid meetings with project applicants, shall request consideration of public transit and bicycle amenities in design and building orientation of future commercial buildings

TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION

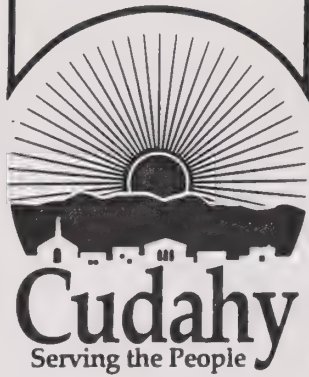
Goal	Policy	Implementation Actions
Goal 10: Improve preconstruction environmental review to reduce emissions and exposure	Policy 10.1 Standardize air quality review procedures for all new developments	The City shall amend its CEQA Guidelines to incorporate the air quality procedural requirements and thresholds of significance in the SCAQMD's Guidelines for Preparing Air Quality Assessments.
	Policy 10.2 Facilitate project review and avoid project delays by adopting regional thresholds of significant air quality impact	
	Policy 10.3 Protect receptors from significant health risks caused by exposure to toxic and hazardous pollutants, to the maximum extent feasible	CEQA review shall insure that toxic and hazardous pollutants from future projects do not expose receptors to significant risk
	Policy 10.4 Reduce exposure of sensitive receptors to dust and odors to the maximum extent feasible	CEQA review shall require that dust and odors from new projects are mitigated so as to protect sensitive receptors

TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION

Goal	Policy	Implementation Actions
<p>Goal 11: Maximize the effectiveness of air quality control programs through coordination with other governmental units</p>	<p>Policy 11.1 Participate in the SCAQMD rule development process on regulations which impact the City of Cudahy to insure that city concerns are resolved early in the process</p>	<p>The City shall participate in subregional planning organizations and shall support, through letters from the City Council, air quality planning efforts and legislation that are consistent with regional and local goals.</p>
	<p>Policy 11.2 Participate in air quality plan development at the Southern California Association of Governments to insure that issues affecting Cudahy are considered in developing local government measures and that legislation that improves air regional quality and does not adversely impact Cudahy is supported.</p>	
	<p>Policy 11.3 Participate with neighboring cities in efforts to improve regional and subregional transit</p>	<p>Operators of CART will consult with regional transit operators in order to improve scheduling</p>
	<p>Policy 11.4 Require new local commercial and industrial establishments to demonstrate that SCAQMD permits have been obtained.</p>	<p>The City will amend its building permit application to require documentation that all necessary permits have been received from the SCAQMD. The City shall facilitate this process by providing each applicant with SCAQMD brochures and other information on applicable rules.</p>

TABLE 9-4
AIR QUALITY ELEMENT IMPLEMENTATION

Goal	Policy	Implementation Actions
Goal 12: Improve the effectiveness of air quality programs through local education programs	Policy 12.1 Support innovative bilingual public education programs that can inform segments of the public on transit availability	CART management shall obtain bilingual information from RTD and shall insure that all CART information is bilingual and available at city facilities
	Policy 12.2 Provide bilingual assistance to local businesses in complying with SCAQMD rules and regulations	City staff shall obtain bilingual publications on District rules from the SCAQMD and shall make these available to existing and new businesses. Where bilingual brochures are not currently available from the SCAQMD and the City perceives a need, City staff shall meet with the SCAQMD public information staff to develop such materials.
	Policy 12.3 Utilize the City Newsletter to disseminate bilingual information on air quality, transit and related issues	The City shall provide bilingual information on recycling and transit at all city parks and offices.
Goal 13 Reduce directly emitted vehicle emissions through city government actions	Policy 13.1 Reduce idling emissions by increasing traffic flow through synchronized traffic signals.	The City shall review all traffic signals and insure that they are set to maximize traffic flow where pedestrian safety permits
	Policy 13.2 Encourage the use of alternate fuels in city vehicles.	The City shall review its equipment purchasing capital improvement program and substitute alternate fueled vehicles for gasoline vehicles, when feasible.



Cudahy General Plan Update

PROFILE REPORTS for the CUDAHY GENERAL PLAN

**PROFILE REPORTS
FOR THE
CUDAHY GENERAL PLAN**

Prepared for:

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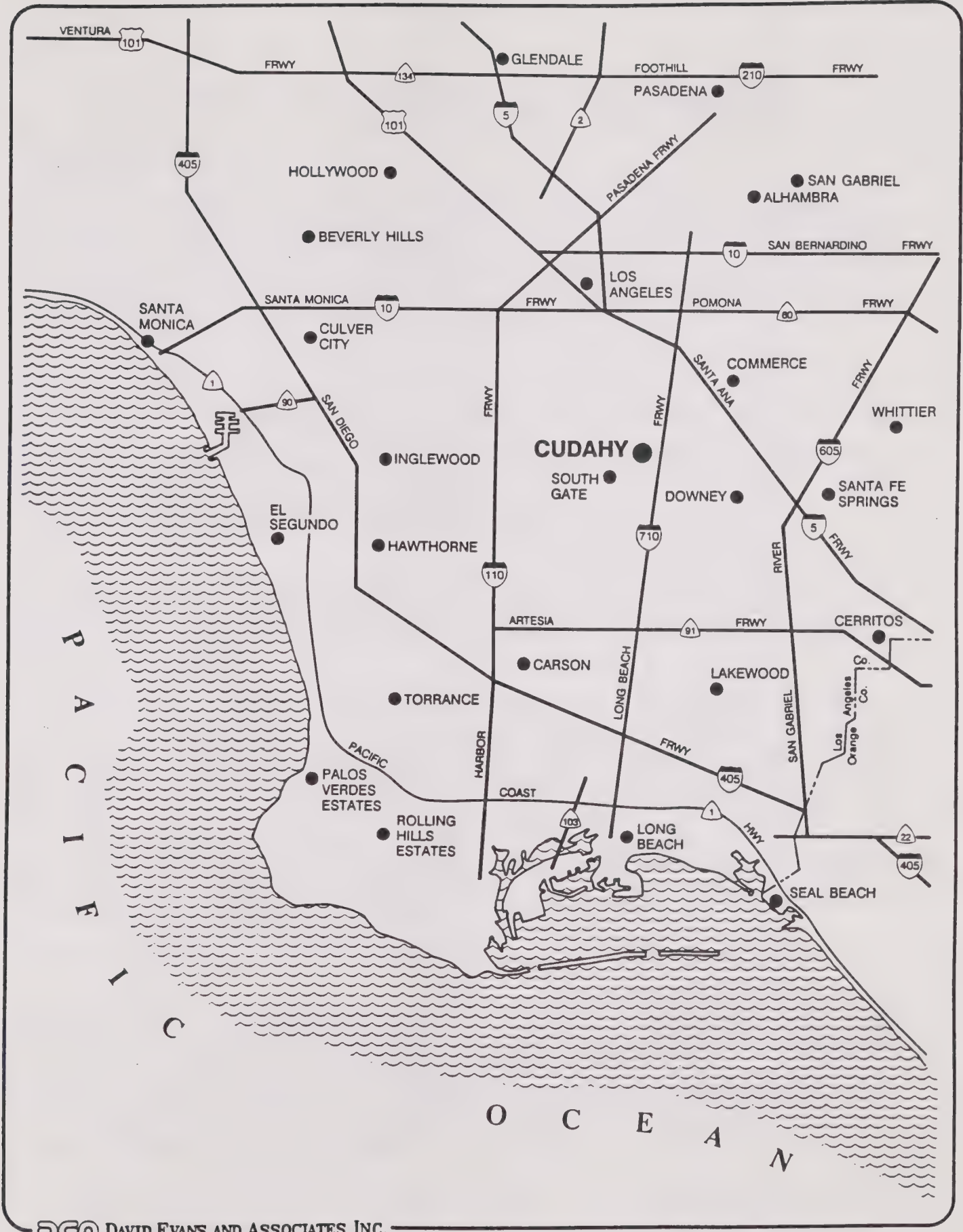
SECTION 1: INTRODUCTION

The City of Cudahy is a 1.07-square-mile area on the south central section of Los Angeles County. The City is 8 miles southeast of downtown Los Angeles and immediately west of the Los Angeles River and the Long Beach Freeway (SR-710). Exhibit 1-1 shows the regional location of Cudahy. Cities around Cudahy include Bell on the north, South Gate on the south, Huntington Park on the west, and Bell Gardens on the east.

Cudahy is located within an industrial area which includes the cities of Vernon, Huntington Park, Commerce, Montebello, Pico Rivera, and Santa Fe Springs. As industrial development occurred in the area, Cudahy along with the neighboring communities of Bell, Bell Gardens and Maywood provided residential areas and commercial services for those working in the nearby industrial areas.

Surrounding cities in the area incorporated in the 1920's and 30's. Although Cudahy was relatively developed, it remained unincorporated. The City of Cudahy incorporated on November 10, 1960 bringing together remaining residential and industrial areas in southeast Los Angeles that had not been annexed by adjacent cities. In 1970, the City's population was 16,998 persons. In 1980, the population had grown to 17,984 residents. The current U.S. Census places the City's 1990 population at 22,830 persons. Growth in the City paralleled the boom in Southern California in the 1950's with nationwide migration and the 1980's with international migration.

The City started as an agricultural ranch in the late 1800's. Today, it is one of the most densely-populated cities in Los Angeles County. The majority of the City has been zoned for higher density residential (R-3) and developed with single-family developments that have, over the years, been redeveloped or recycled to a higher density residential uses. The resulting residential development is characterized by single-family units interspersed with higher density development with duplex, triplex, and multiple family structures. Commercial uses in the City are found along Atlantic Avenue and at a few street intersections while industrial uses are located near the railroad tracks on the City's southern section.



DAVID EVANS AND ASSOCIATES, INC.



Exhibit 1-1
Regional Location

SECTION 2: LAND USE ELEMENT PROFILE REPORT

INTRODUCTION

The Land Use Profile Report of the Cudahy General Plan discusses the issues and opportunities that affect land use planning and future development in the City. It describes the location and distribution of existing land uses, summarizes existing plans for the City, and identifies land use trends in the area. This report also evaluates development constraints that affect existing and future development.

Land Use Trends

In the 1896, very little development within the City area was found. The Los Angeles River had not been channelized then. The only development consisted of two single-story structures adjacent to the Southern Pacific Railroad tracks at the southern section of the City. By 1943, development began to concentrate along Atlantic Avenue. The surrounding cities were likewise developed with independent town centers.

Today, the City of Cudahy has fully urbanized. The City has a few infill lots remaining for future development. The 1990 population was estimated by the U.S. Census at 22,817 persons. This is a 27 percent growth from 1980 to 1990. Housing stock is currently estimated at 5,417 units.

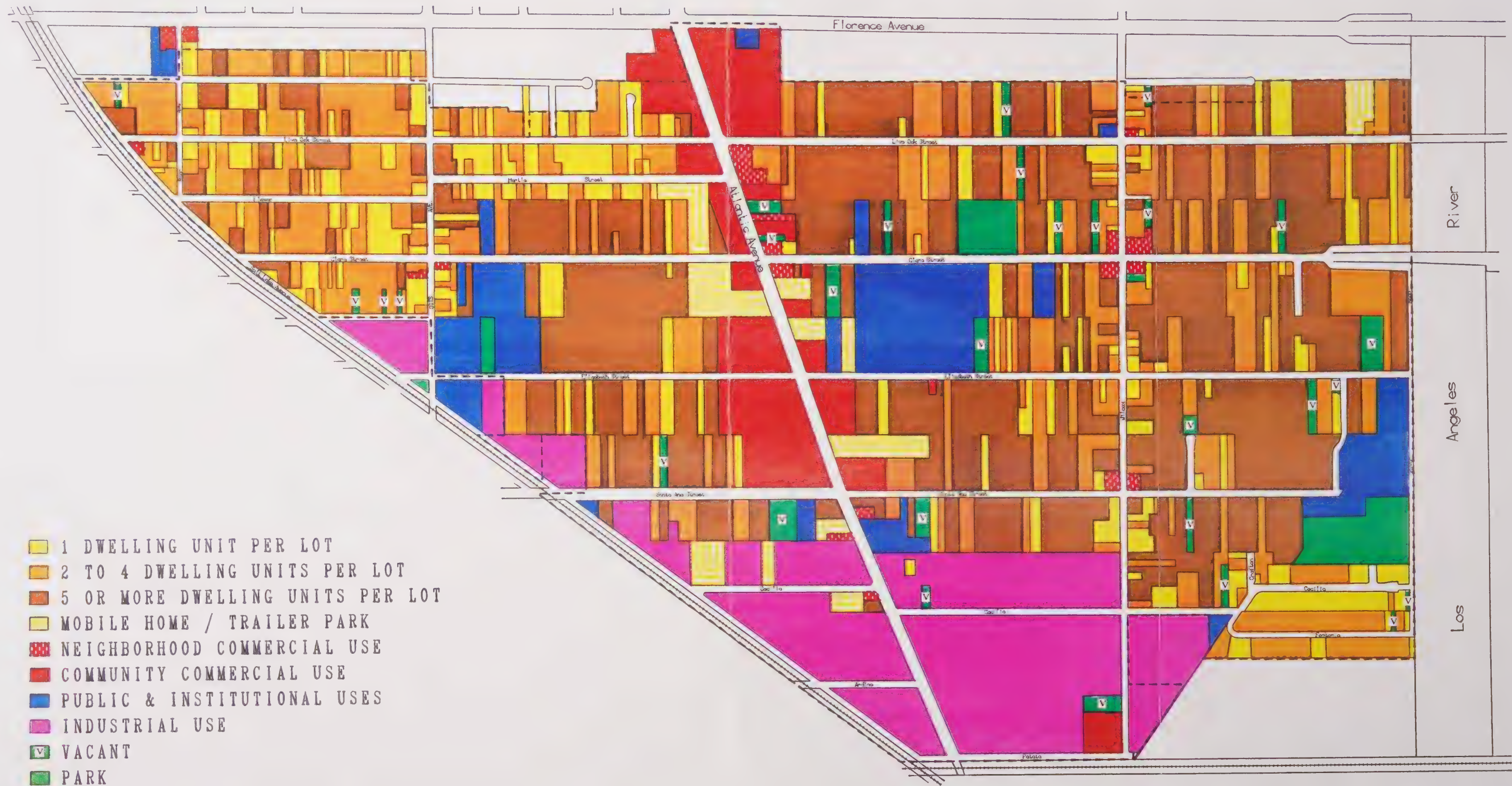
Recent residential development in the City consists of the recycling of single family structures on large lots to higher density residential developments. With most of the City zoned R-3, this is expected to continue in the absence of any measures for managing growth. Development approvals in 1990 and 1991 included 2 commercial buildings, 59 single family residences, 45 condominiums, 1 casino, 2 schools, and 15 room additions. A moratorium on housing development was enacted in 1991 prior to adopting the General Plan to enable the City to resolve the issues surrounding high density developments. Some commercial developments have also occurred along Atlantic Avenue and have supplemented the commercial and economic base of the City.

EXISTING LAND USES

Because of the City's small size, land use patterns in Cudahy are simple with the majority of the area developed with residential uses. Industrial uses are found in the southern sections of the City and commercial uses line Atlantic Avenue and around major intersections. Aerial photographs were consulted to determine existing land uses in the City and a land use survey was completed in March and April, 1991 to verify these uses. Exhibit 2-1 shows the distribution of existing land uses in the City.

The City has a land area of approximately 684.3 acres, 92.3 acres of which are devoted to streets. Residential uses cover nearly 60 percent of the City and industrial uses cover a tenth of it. For purposes of the land use analysis, land uses were placed in the following categories:

- Residential, 1 dwelling unit per lot - A lot developed with a single-family home, regardless of lot size.
- Residential, 2 to 4 units per lot - A lot with 2 to 4 single family homes, (attached or detached) or a multi-family structure with less than 4 units.
- Residential, 5 units or more per unit - A lot developed with 5 single-family homes, a multi-family structure with 5 units or more, or any combination resulting in the presence of 5 or more dwelling units.
- Mobile Homes/Trailers Parks - All trailer parks, whether all spaces are occupied or not.
- Neighborhood Commercial - Convenience shops and retail stores that serve the residential neighborhoods of the City, such as food markets, laundries, fast food stores, service stations, video shops, and liquor stores. These uses are found individually on street corners and within residential neighborhoods.
- Community Commercial - Commercial uses which serve a larger population and are often found along major highways and commercial corridors. They include shopping centers, supermarkets, mini-malls, offices, retail outlets, and commercial uses that provide services and goods to the City and neighboring communities.
- Industrial - Uses dealing with the manufacture or production of finished or unfinished goods, wholesale, warehousing, trucking, and other uses involving machinery or raw materials storage.



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- Public and Institutional - Public and private schools, churches, city offices and facilities, public agencies, post office, utility companies, and their facilities.
- Parks - Cudahy, Lugo and Clara Street Parks.
- Vacant - Parcels left undeveloped or with abandoned structures.
- Street - The right-of-way of all City streets.

Table 2-1 provides a breakdown of existing land uses in the City. It includes the areas immediately adjacent to the City's western edge and which are subject to annexation from Huntington Park.

TABLE 2-1 EXISTING LAND USES		
Land Use	Acreage	Percent
Residential, 1 dwelling unit per lot	61.84	8.9
Residential, 2 to 4 units per lot	126.12	18.2
Residential, 5 units or more per lot	209.02	30.2
Mobile Homes/Trailer Parks	15.21	2.2
Neighborhood Commercial Use	5.33	0.8
Community Commercial Use	37.30	5.4
Industrial Use	78.79	11.4
Public and Institutional Uses	41.22	6.0
Parks	11.46	1.6
Vacant Areas	13.20	1.9
Streets	92.33	13.4
Total	691.82	100.0
Source: David Evans and Associates, Inc., 1991.		

Residential Areas

The City of Cudahy is predominantly developed with residential uses (412.19 acres). Older single family residential units are interspersed with newer multi-family developments throughout the City. New single family units at densities of 7 to 10 units per acre have been developed on scattered lots.

The lots in the City are known as the "Cudahy Acre" because they are relatively large at nearly an acre each. Most of the City was originally subdivided into 105 feet wide by 387 feet deep lots. Most of these lots have been further subdivided into 52.5 wide and 387 feet deep lots (nearly half-acre lots). This has resulted in fairly deep and narrow lots which allow a strip of dwelling units along its depth.

Smaller lots in the City are found along major streets and in the southeastern section of the City along Cecelia and Fostoria Streets and on the northwestern section of the City along Live Oak, Hartle, Walnut, Flower, Clara and Olive Streets. These lots are approximately 6,000 to 9,000 square feet with one dwelling unit per lot. Still, more than one dwelling unit is often found on each lot.

The required lot area for single-family units and the maximum density of multi-family zones have resulted in high density developments throughout the City. The presence of multi-family apartments and small, single-family units dominate the City, providing an average density of 55.4 people per residential acre. As a result, the City has one of the highest population densities in the county.

The addition of dwelling units at the back of deep lots is a common practice and a number of garage conversion were identified in surveys. The recycling of residential lots have been characterized by the replacement of a single-family unit on a lot by condominiums or 10 single-family units. And with most of the City zoned for high density residential uses, the recycling of land to higher uses is expected to continue.

There are 14 trailer parks in the City with a total of 345 units and covering approximately 15.21 acres. They are located along Atlantic Avenue and other local streets with some trailer parks near the industrial areas of the City.

Housing stock characteristics are discussed in the Housing Element Profile Report.

Commercial Areas

Commercial areas in the City account for 42.63 acres with the majority located along Atlantic Avenue. The community commercial uses include mini-malls, motels, offices, banks, auto shops, department stores, food groceries and restaurants on approximately 37.30 acres. Major commercial uses are K-Mart, Pic-n-Save, Tianguis Market, and the Kaiser Permanente Medical Center (See Exhibit 2-2).

Neighborhood commercial uses such as bars, video stores, food market, drug store, laundry, beauty shop, barber, fast food stores, liquor stores, and meat markets are found at the intersections of Otis Avenue and Clara Street, Clara Street and Wilcox Avenue, Wilcox Avenue and Santa Ana Street. They represent less than one percent of the land uses (5.2 acres).

The Silver Saddle Club is found on Patata Street and Wilcox Avenue in the industrial section of the City. It has never been open and is now subject to bankruptcy proceedings.

Industrial Areas

Industrial uses are located on the southern section of the City, near the Southern Pacific and Union Pacific railroad tracks. They cover 78.79 acres or 11.4 percent of the total land area. Industrial uses in the City include toy manufacturers, furniture, paint, rubber, paper boxes, plastics, metal wires, scrap metal, welding supplies, machine shops, trucking companies, lumber yards, warehouses and a host of other manufacturers. Major industrial uses are Gen Lab, Cudahy Building Materials, Cudahy Industrial Park, and National Plastics Company (also refer to Exhibit 2-2). Several acres on the City's western border are subject to annexation from the City of Huntington Park. This area is developed with a power substation, warehouses, storage yards, and small industrial plants.

Public and Institutional Areas

Public and institutional uses account for approximately 6 percent of the City (41.22 acres). They are scattered throughout the City within the residential neighborhoods. There are four elementary schools operated by the Los Angeles Unified School District, located in the City: the Elizabeth Street, Park Avenue, and Teresa Hughes Elementary Schools and Clara Street Primary Center. The area north of Elizabeth Street School is currently under construction for a new junior high school. It is expected to open in 1993. A new elementary school is also planned east of Wilcox Avenue between Florence Avenue and Live Oak Street.

The City's Civic Center is found on the eastern end of Santa Ana Street by the Cudahy Park. The Civic Center includes City Hall, the City Library and Bedwell Community Center. The City Public Works Yard is located west of Lugo Park on Elizabeth Street.

A U. S. Post Office is located on Elizabeth Street, east of Atlantic Avenue. An office of the Department of Public Social Services is found on Atlantic Avenue, south of Santa Ana Street. Five churches and religious centers are also found in Cudahy. They include the Bell Baptist Church, the Christian Community Center, the Primera Iglesia Bautista del Sur, the Centro Evangelistico Ebenezer and the Jafaria Islamic Center.

Water company storage tanks and wells are located in four areas inside city boundaries. One is on Cecelia Street, west of Atlantic Avenue; on Cecelia Street and Ferndale Avenue; another on Santa Ana Street and Salt Lake Avenue; and on Florence Avenue by the Tianguis Market.

Parks and Open Spaces

There are three city parks: the Clara Street, Cudahy and Lugo Parks. They cover approximately 11.46 acres or 1.6 percent of the City area. These parks are developed with game courts, picnic areas and tot lots. The acreage of designated park sites is larger because it includes the Bedwell Community Center near City Hall. A small roadway island on Salt Lake Avenue is also considered as open space.

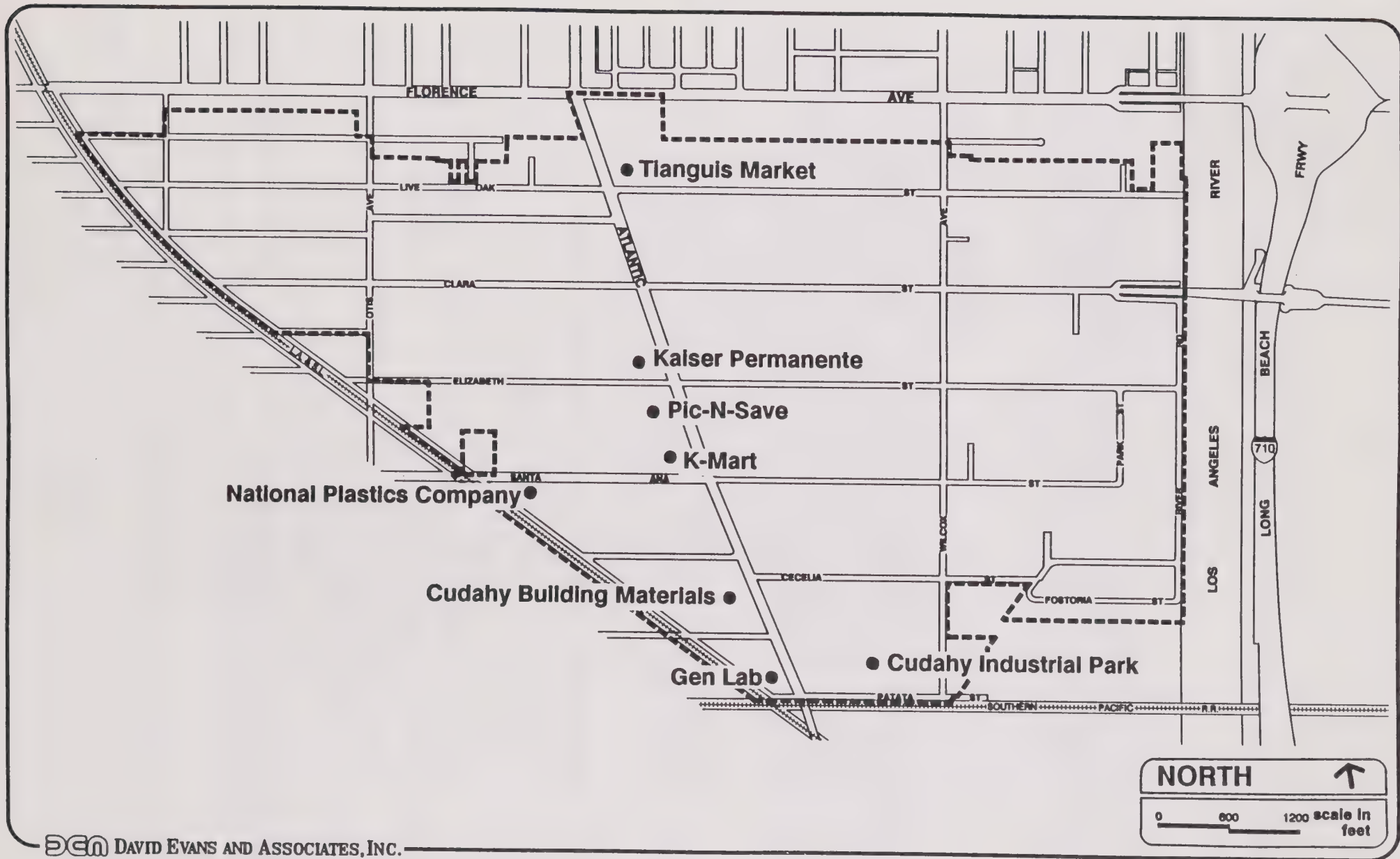
Although outside the City, the banks of the Los Angeles River are designated as a riding and hiking trail. The entire trail system extends north into the Angeles National forest in the San Gabriel Mountains and south to the Pacific Coast Highway in Long Beach. No commercial recreation areas, easements, trails, and other public open spaces are found in Cudahy.

Streets

Street rights-of-way cover 13.4 percent of the City area or 92.33 acres. The street system is defined by Atlantic Avenue which runs north-south through the approximate center of the City. Florence Avenue on the north is a major arterial outside the city. It provides regional access to the City with an on and off-ramp for the Long Beach Freeway. Santa Ana street, west of Atlantic Avenue is another major roadway in the City. All other streets in the City have only one lane in each direction. The Transportation Profile Report discusses the roadway system in the City.

Vacant Areas

Very little vacant land remains in the City of Cudahy. Approximately 34 vacant parcels were identified during the land use survey conducted in April, 1991. They cover 13.20 acres



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and make up 1.9 percent of the total land area. These are scattered vacant lots primarily within the residential sections of the City.

DENSITIES AND INTENSITIES OF DEVELOPMENT

Most of the structures in Cudahy are one and two stories high and no high-rise buildings exist. The maximum height is four stories but the density of development is relatively high. Undeveloped areas within individual lots are devoted mainly for lot setbacks, parking areas and driveways. Narrow streets and the lack of public open spaces add to the high density of the area.

EXISTING LAND USE PLANS

The City's General Plan was first adopted in 1963. Since then, there have been very few amendments made to the plan. The earlier featured industrial land uses on the southern section of the City, commercial land uses along Atlantic Avenue and residential land uses throughout the rest of the area. Approximately 63.8 percent of the land is devoted for multi-family residential development. Manufacturing use was designated over 48.3 acres of the City or 12.7 percent. This earlier plan had a buildout capacity that would result in an ultimate population of between 21,500 to 27,500 persons.

The Zoning Ordinance is the primary implementation tool of the Land Use Plan. Thus, it must be consistent with the General Plan to be effective. The City's zoning ordinance was adopted in 1961 with subsequent amendments throughout the years. Table 2-2 provides a summary of the permitted land uses within each category.

TABLE 2-2 ZONING CATEGORIES		
Zone		Permitted Uses
Single Family Residential	R-1	One-family dwelling units, second units
Light Multiple Residential	R-2	One-family dwelling units, two-family dwelling units, three-family dwelling units
Medium Multiple Residential	R-3	One-family dwelling units, multiple dwelling units, temporary carnivals, churches, libraries, museums, private schools
Neighborhood Commercial	C-1	Service stations, bakery, retail stores, offices, parking structures, laundries, food markets and similar uses

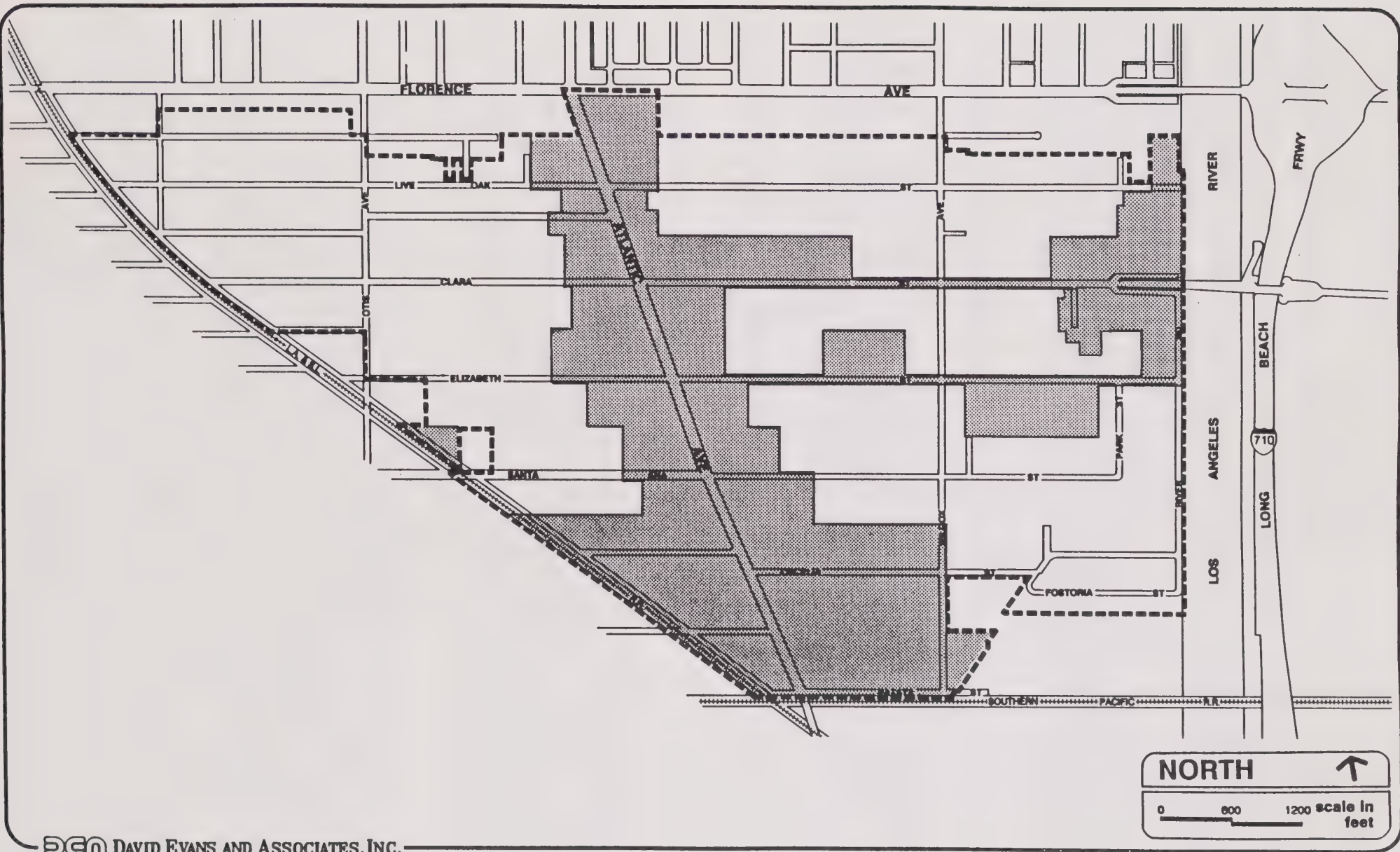
**TABLE 2-2
ZONING CATEGORIES**

Zone		Permitted Uses
Medium Commercial	C-3	Retail stores, athletic fields, auditoriums, libraries, clinics, museums, offices, theaters, trailer parks, churches, schools, auto sales, banks, child care centers, fire stations, food markets, parking structures, post offices, private clubs restaurants and similar uses
Commercial Manufacturing	C-M	Retails stores, auto sales, card clubs, clinics, substations, fire station, food market, laundries, library, schools, trailer parks, wholesale business, markets, mortuaries, chapels, museums, nurseries, offices, parks, post offices, police stations, printers, restaurants and similar uses
Manufacturing and Industrial	M-2	Car wash, auto sales, card clubs, machinery, skating rinks, water companies, cannery, bulk storage, wholesale business, mills, laundries, packaging companies, restaurants, metal shops, wineries, carnivals, yard storage, service stations, manufacture of finished products, assemble of equipment and vehicles and similar uses
Buffer	B	Landscaping, parking lots
Source: Zoning Regulations, Chapter 20, Cudahy Municipal Code.		

Redevelopment Plan

The City has one redevelopment project area which covers approximately 330 acres or 48 percent of the City. Exhibit 2-3 shows the boundaries of the redevelopment project area. The redevelopment project was established in June 1977 with 172.8 acres and amended in May 1981 to add 157 acres into the project area.

The Redevelopment Plan was designed to help eliminate and prevent the spread of blight and deterioration in the project area. This was to be done by encouraging property owners to participate in the project or to relocate. The plan provided for the relocation of displaced occupants, demolition or removal of deteriorated buildings, and installation and construction of service facilities and utilities. Projects for the area included the rehabilitation and development of low and moderate income housing and the revitalization and upgrade of existing industrial and commercial uses.



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Through the redevelopment plan, a number of streets have been reconstructed, utilities and infrastructure have been installed, a number of affordable housing units were developed and several businesses have been rehabilitated. This has resulted in an increase in sales taxes revenues in addition to improving the appearance of certain areas through the removal and improvement of dilapidated structures.

Recent projects include the Tianguis Market on Atlantic Avenue, a 50-unit senior citizen housing development (Cudahy Park Commons), a Donahue Industrial Market Study, modification of the Cudahy Plaza and the Kaiser Permanente Medical Center, among others.

DEVELOPMENT CONSTRAINTS

The City is not highly susceptible to earthquake hazards, except for groundshaking effects that affect the entire region. Other geologic hazards (such as slope stability) are limited since the topography is relatively flat. The main constraint to future development is the lack of vacant land. With much of the City developed, new construction will generally involve the demolition of existing structures or the addition of structures within developed lots.

Manmade hazards posed by existing industrial uses and urban fire hazards associated with older structures are discussed in the Public Safety Profile Report.

Public Services and Infrastructure

The Los Angeles County Sheriff's Department provides police protection and law enforcement services to the City through its East Los Angeles Station (5019 East Third Street, East LA). The City of Cudahy currently contracts for 8 marked patrol units. Programs for neighborhood watch, anti-drug and anti-gang and crime prevention are provided by the Sheriff's Department. The Los Angeles County Fire Department provides fire protection and emergency services with Station 163 in Bell and Station 54 in South Gate having initial responsibility to the City of Cudahy. Fire and police services are also discussed in the Public Safety Element Profile Report.

The Los Angeles Unified School District maintains and operates local schools. Cudahy residents are served by the Elizabeth Street, Park Avenue, Teresa Hughes Elementary Schools in the City; the Bell High School in Bell; the Nimitz Junior High School in Huntington Park; and the South Gate Junior High School and High School. A new junior high school is under construction on Clara Street and will include the area occupied by the Elizabeth Street School and Clara Street Primary Center. Another elementary school is planned for a 13.5-acre area east of Wilcox Avenue between Florence Avenue and Live Oak

Street. Table 2-3 shows existing enrollment and capacity at these schools. Exhibit 2-4 illustrates schools serving Cudahy.

TABLE 2-3 SCHOOL ENROLLMENT AND CAPACITY			
Schools	Actual Enrollment *		Operating Accommodations
	Resident	Actual	
Elementary Schools			
Elizabeth Street	1,338	1,336	1,527
Teresa Hughes	1,098	1,258	1,396
Clara Street Primary Center	NA	40	143
Park Avenue	1,189	1,187	1,309
Junior High Schools			
Nimitz	3,714	3,657	3,580
South Gate	3,642	3,621	3,750
High Schools			
South Gate	4,394	3,852	3,628
Bell	4,754	4,044	3,625
* Difference between resident and actual enrollment is number of students bused to other schools or from other overcrowded schools to this school. Source: Los Angeles Unified School District, 1991.			

Three water companies serve the City of Cudahy. Tract 349 Mutual Water Company serves the area west of Atlantic Avenue and south of Walnut Street. Tract 180 Mutual Water Company serves the area east of Atlantic Avenue, except for the area east of Ferndale Avenue on Cecelia and Fostoria Streets. The remainder of the City is served by the Southern California Water Company. Exhibits 2-5, 2-6, and 2-7 shows the service areas and water lines in the City. Table 2-4 shows the facilities of Tract 180 and Tract 349 Mutual Water Companies.

As part of the Central Groundwater Basin, pumping rights by the water companies are regulated by the Central Water Basin Replenishment District. The District levies an assessment to buy surplus water for replenishing the groundwater supply. Water companies may buy or lease additional water rights as needed to serve its customers. It may also purchase water from the Metropolitan Water District (MWD).

Los Angeles

POMONA FREEWAY

East Los Angeles

- 1 Elizabeth St. Elementary School
- 2 Clara St. Primary Center
- 3 Teresa Hughes Elementary School
- 4 Park Ave. Elementary School
- 5 Nimitz Junior High School
- 6 South Gate Junior High School
- 7 South Gate High School
- 8 Bell High School

WASHINGTON BLVD

Vernon

VERNON AVE

ATLANTIC BLVD

Commerce

SANTA ANA FREEWAY

GARFIELD AVE

Maywood

SLAUSON AVE

Huntington Park

5

GAGE AVE

Florence

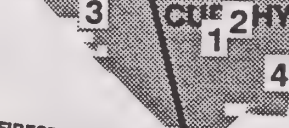
FLORENCE AVE

8

Bell

Bell Gardens

ALAMEDA ST



7

FIRESTONE BLVD

6

South Gate

Downey

Watts

PACIFIC BLVD

Lynwood

ATLANTIC BLVD

LONG BEACH FREEWAY

GARFIELD AVE

IMPERIAL HIGHWAY

LAKEWOOD BLVD

Willowbrook

Bellflower

ROSECRANS AVE

E: Numbers are in inches.

Compton

Paramount

ALONDRA BLVD

NORTH



0 1

scale in miles

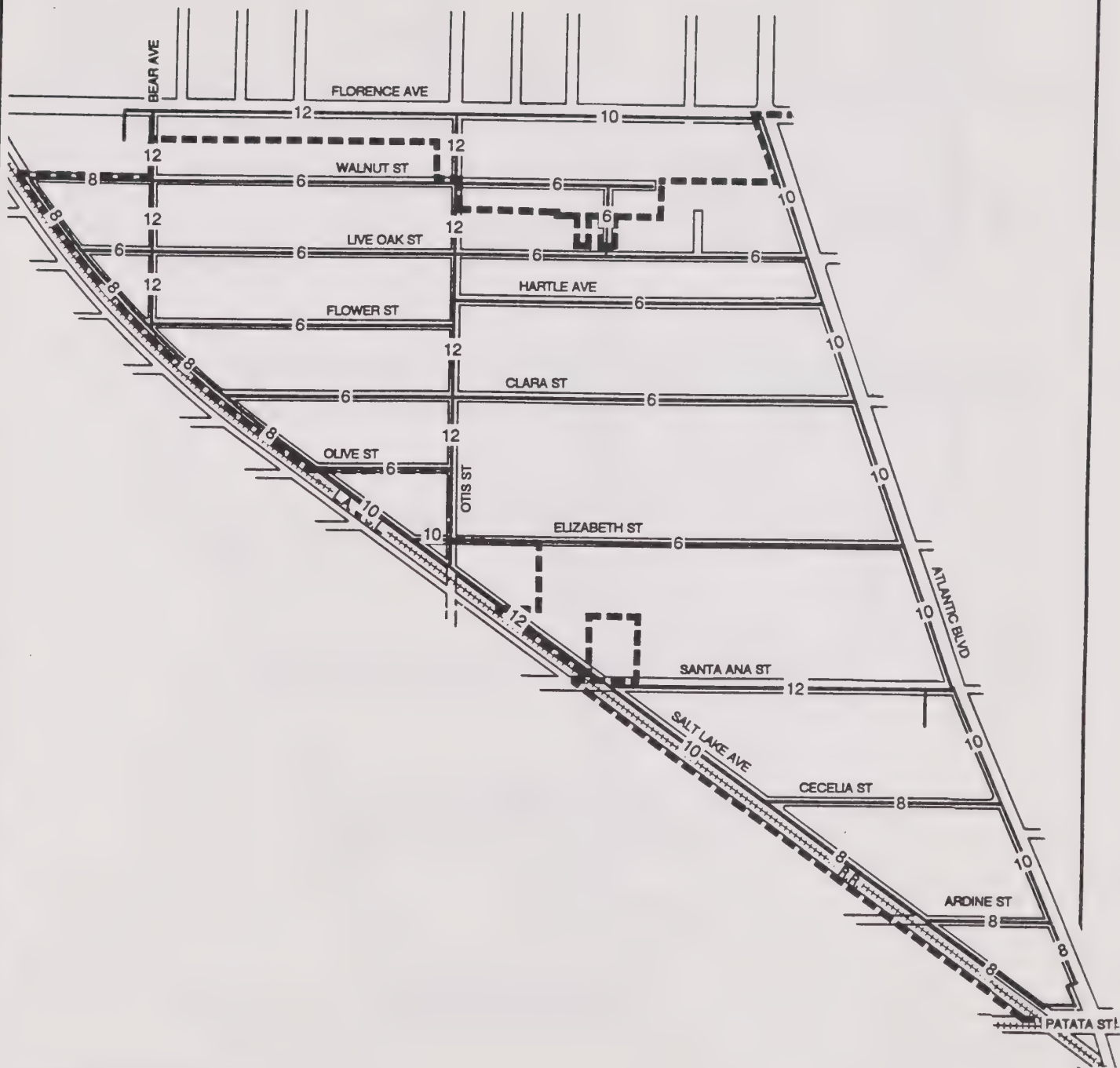
DAVID EVANS AND ASSOCIATES, INC.

City of



GENERAL PLAN

Exhibit 2-4 Schools Serving Cudahy



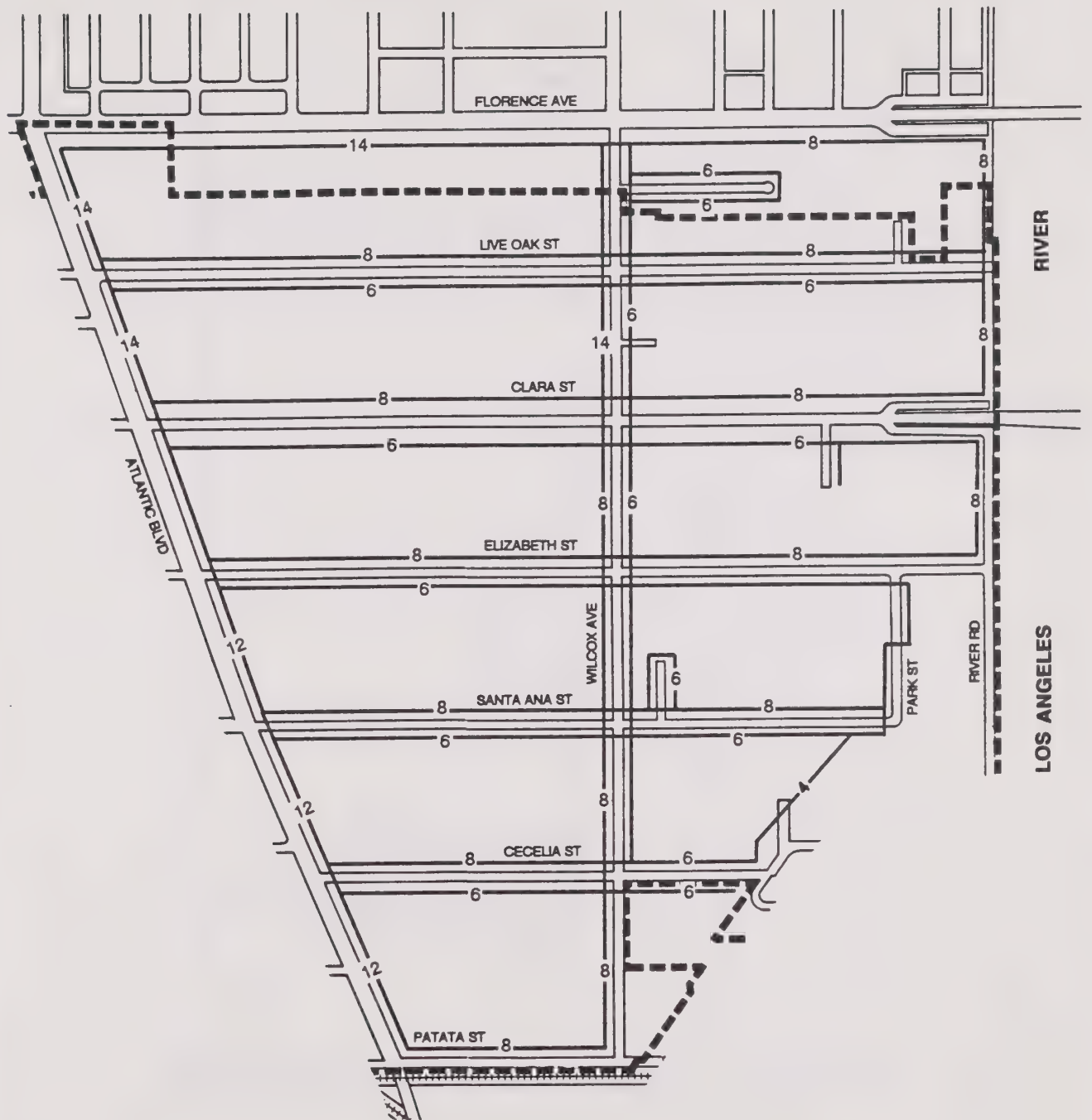
NOTE: Numbers are in inches.

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Exhibit 2-5
Tract 349 Mutual Water Co. System

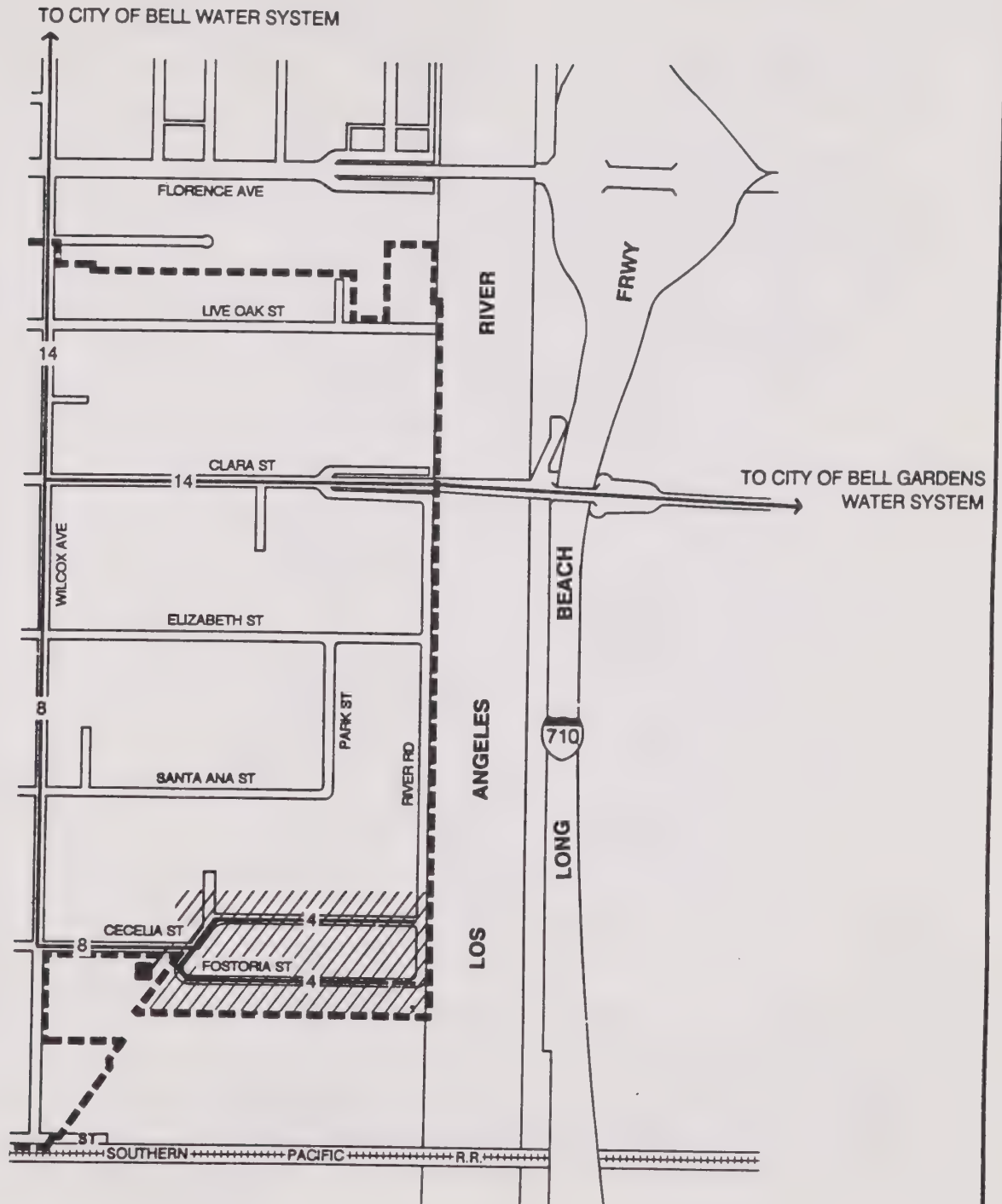


NOTE: Numbers are in inches.

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Exhibit 2-6
Tract 180 Mutual Water Co. System



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GENERAL PLAN

Exhibit 2-7
Southern California Water Co. System

**TABLE 2-4
WATER COMPANY FACILITIES**

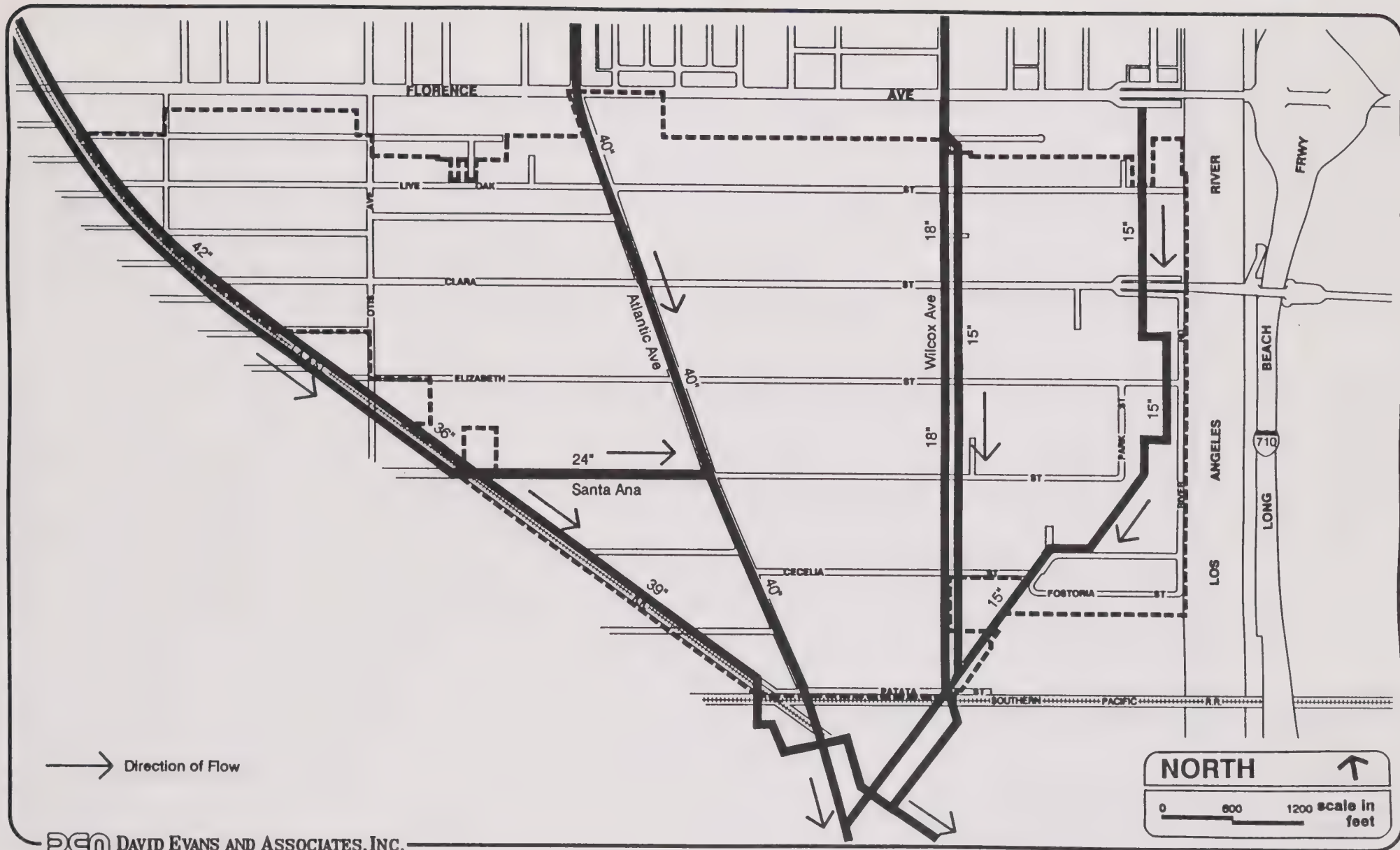
	Tract 180	Tract 349
Water Rights	1,224 acre-feet	423 acre-feet
Used	< entitlement	>423 + 401 acre-feet
System	booster pumps and pneumatic system	constant running variable flow booster pumps
Emergency Connection	emergency connection to Tract 349 and So. Cal. Water Company	emergency connection to Huntington Park System and Tract 180 Company
Water Lines	gridiron pattern	gridiron pattern
Well No. 1	2,400 gpm	900 gpm (Santa Ana)
Well No. 2	300 gpm	800 gpm (Florence)
Desilting Tank	125,000 gallons	----
Storage Tanks	1 million gallons	1.1 million gallons (Santa Ana) + 275,000 gallons (Florence)
Pneumatic Tanks	200,000 gallons	
Booster Pump 1	2,400 gpm @ 60 psi	2,500 gpm @ 60 psi (Santa Ana)
Booster Pump 2	1,000 gpm @ 60 psi	1,000 gpm @ 60 psi (Florence)
Booster Pump 3	900 gpm @ 60 psi	-----
System Capacity	3.88 mgd	2.45 mgd
Source: FEIR for the Redevelopment Project Area.		

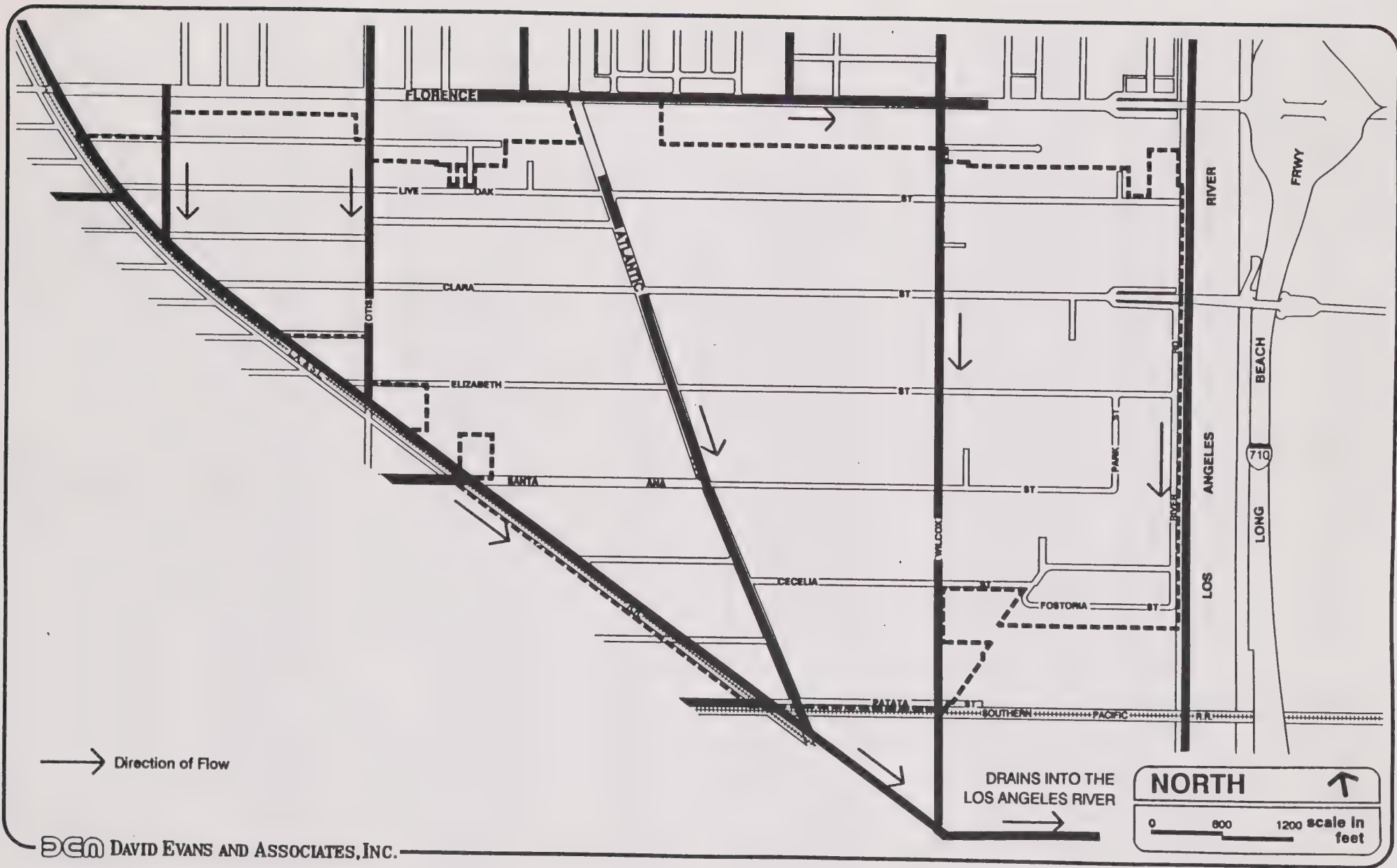
Sewer service is provided by the Los Angeles County Department of Public Works and Sanitation District No. 1 with sewage treatment at the Joint Water Pollution Control Plant (JWPCP) in Carson. Sewer mains are located on all north-south streets - Salt Lake, Otis, Atlantic, and Wilcox Avenues. Sewage flow is south towards the JWPCP. Exhibit 2-8 shows existing sewer lines serving Cudahy.

The storm drainage system is maintained by the County Department of Public Works. The Los Angeles River is the major drainage channel in the area. Prior to construction of the dike, a flood hazard existed in the city. The dike is currently designed for a 200-year frequency storm. The existing storm drain system is shown in Exhibit 2-9.

Approximately ten garbage haulers serve residences and businesses in the City with various landfills in the county used to dispose of the wastes. Local recycling centers are found in Bell Gardens. The City is currently preparing a solid waste management plan together with adjacent cities.

The Southern California Edison (SCE) Company provides electric power to most parts of the region and the Southern California Gas Company provides natural gas service to the region including Cudahy. The SCE has 66 KV transmission line at a substation at Otis and Salt Lake Avenues. Here, lines are stepped down to 16 KV and 4 KV for domestic distribution. The substation serves Cudahy, and parts of the cities of South Gate, Huntington Park and Bell.





SECTION 3: HOUSING ELEMENT PROFILE REPORT

INTRODUCTION

The Housing Element Profile Report discusses the issues and opportunities concerning housing in the City of Cudahy. In order to adequately house all residents of Cudahy, there must be a match between the type of housing needed and the available housing stock. The existing housing needs and resources of the City are analyzed in this report.

The Housing Element Profile Report discusses the population and housing characteristics of the City. This includes the age distribution, race, disability, income, household size, and groups with special housing needs. Also, the existing housing stock, overcrowding, tenure, overpayment, housing conditions are discussed. This will help determine the housing needs of residents in terms of housing types, affordability, number of units, special construction, assistance, and other factors. An analysis of the constraints to the development of affordable housing is also provided.

Data and information on population and housing characteristics were derived from the most recent studies available. This included the 1990 census, the Department of Finance Annual Population and Housing Estimates and data from various local agencies. Until the full results of the 1990 Census is made available, the most comprehensive source is the 1980 U.S. Census. For those issues where no more current data was available, the 1980 U.S. Census was used. In order to avoid confusion, proportional estimates are made for 1990 based on percentages prevailing in 1980.

Estimates by SCAG for the City's 2010 population have been surpassed. Thus, information from SCAG is limited to the housing needs of Cudahy as provided in the Regional Housing Needs Assessment.

The City of Cudahy is a relatively new City but is predominantly developed and built out. It incorporated only 30 years ago. But by then it had almost 80 percent of the land area developed. The City's 1.07 square mile area is largely developed with residential land uses. Commercial activities are concentrated along Atlantic Avenue with scattered commercial sites at street intersections throughout the City. Industrial uses are located near the railroad tracks, on the southern sections of the City.

POPULATION CHARACTERISTICS

In 1970, the City had a population of 16,998 persons. In 1980, the census estimated the population at 17,984 persons and the 1990 census estimates the population at 22,817 persons. This is a 6 percent growth from 1970 to 1980 and a 26.9 percent growth from 1980 to 1990. Table 3-1 summarizes population growth in the City since 1960.

TABLE 3-1 POPULATION GROWTH		
Year	Population	Annual Growth
1970	16,998	
1980	17,984	0.6 %
1982*	18,704	2.0 %
1984*	19,660	2.6 %
1986*	20,222	1.4 %
1988*	20,396	0.4 %
1990	22,817	5.9 %
Source: U.S Census for 1970, 1980 and 1990; *Department of Finance Population and Housing Estimates for 1982-1988.		

Growth in the City was greatest in the 1950's when California and Los Angeles were the popular migration destinations for residents of other states. The population growth of Cudahy in recent years may be attributed to the migration of young Hispanic families into the area. Close family ties and racial agglomeration has led to the continued increase in the City's population.

With limited areas for additional growth, Cudahy is expected to grow at a lesser rate in the future. Assuming a growth similar to that observed from 1970 to 1980 (5.8 percent), Cudahy may have 24,140 residents in the year 2000.

The City is made up of Census Tracts 5343, 5344.01, 5344.02, and a small portion of 5338.01. The 1990 Census estimates for Cudahy show that 7,894 persons reside within Census Tract 5343; 8,551 persons within Census Tract 5344.01, 51 persons within Census Tract 5338.01, and 6,321 persons within Census Tract 5344.02. The lower population in Census Tract 5344.02 is due to smaller lot size and less land area. Table 3-2 shows the population and percentage breakdown of Cudahy by census tract. In subsequent analyses, the small portion of Census Tract 5338.01 that is within Cudahy is assumed to have the same characteristics as that of Census Tract 5343.01.

TABLE 3-2
1990 POPULATION BY CENSUS TRACT

Census Tract	Population	Percent
5338.01	51	0.2%
5343	7,894	34.6%
5344.01	8,551	37.5%
5344.02	6,321	27.7%
Total	22,817	100.0%
Source: 1990 Census		

Age

In the 1970 and 1980 census reports, the largest age group of Cudahy residents was school age children less than 20 years old. The median age for the City was 21.9 years old in 1980, compared to the County's median age of 29.8 years old. In 1990, the median age is estimated at 22.5 years old. This shows that the City has a larger percentage of children and young adults than other areas in the County.

The elderly population consisted of 7.6 percent of the total population in 1970. In 1980, persons aged 65 and over represented only 4.8 percent of the total population. In 1990, the 917 elderly residents represent 4.0 percent of the total population. A decreasing elderly population is observed as young adults migrate to the City while elderly persons may be leaving the area. Table 3-2 provides 1980 and 1990 age breakdown and Exhibit 3-1 summarizes the 1990 age data.

TABLE 3-3
AGE CHARACTERISTICS (1980 & 1990)

Age Group	1980 Population	Percent	1990 Population	Percent
Less than 20 years old	8,334	46.3%	9,626	42.2%
20 to 44 years old	6,830	38.0%	9,955	43.6%
45 to 64 years old	1,952	10.9%	2,319	10.2%
65 years old and over	868	4.8%	917	4.0%
Total	17,984	100.0%	22,817	100.0%
Source: 1980 and 1990 U.S. Census.				

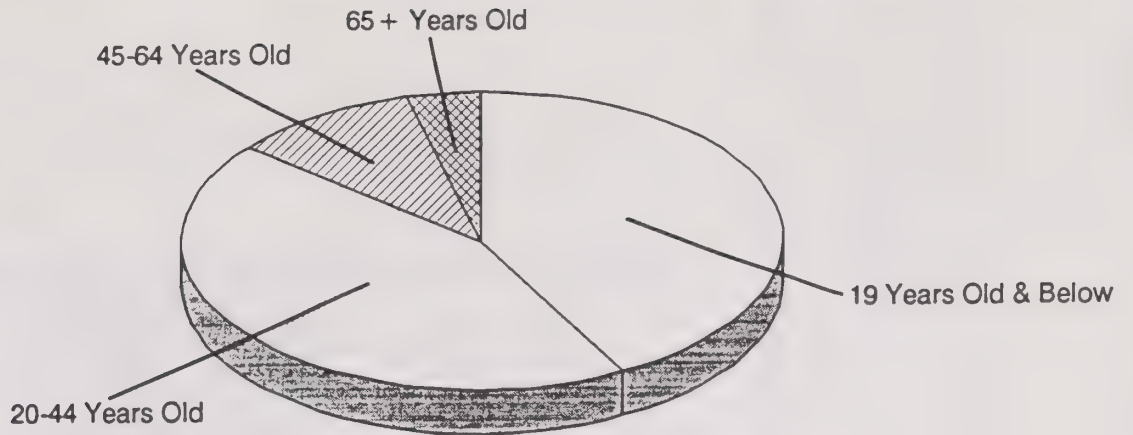
The children and elderly age groups decreased from 1980 to 1990 and persons 20 to 44 years increase 5.6%. This reflects a lower birth rate and less families with young children. In 1990, Census Tract 5343 reflected the City average of children (42.19%) and elderly persons (14.18%). Census Tract 5344.01 had a higher percentage (43.68%) of its population aged 19 years or younger and Census Tract 5344.02 had a higher percentage (18.08%) of its population aged 65 and over. Exhibit 3-2 shows where concentrations of children and elderly persons are found in the City.

Race and Ethnicity

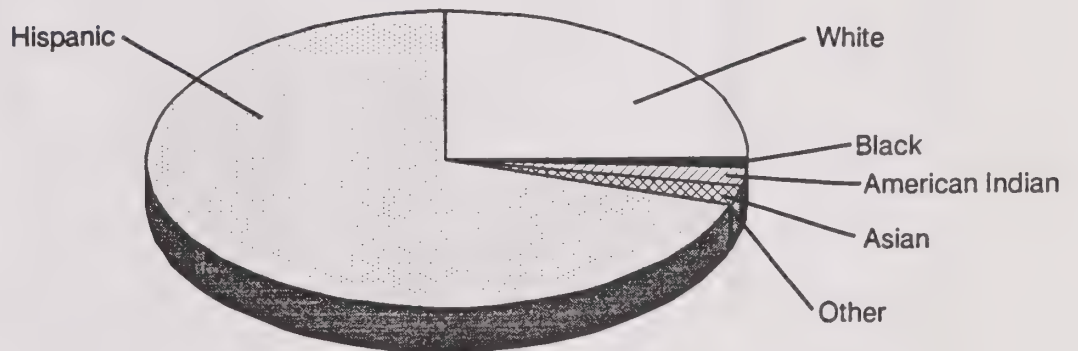
Cudahy has a predominantly Hispanic population. In 1970, 4,536 persons were of Spanish language or surname. In 1980, 69.55 percent or 12,508 persons were of Hispanic origin. In 1990, this percentage has increased to 88.9 percent (20,288 persons). Table 3-4 provides the breakdown of race and ethnicity by census tract.

TABLE 3-4 RACE AND ETHNICITY BY CENSUS TRACT					
Race or Ethnicity	CT 5343	CT 5344.01	CT 5344.02	CT 5338.01*	Total
White	671	530	582	7	1,790
Black	77	71	47	0	195
American Indian, Eskimo	41	68	37	0	146
Asian or Pacific Islander	105	150	64	0	319
Other	21	42	16	0	79
Hispanic	6,979	7,690	5,575	44	20,288
Total	7,894	8,551	6,321	51	22,817
* portion of Census Tract 5338.01 Source: 1990 U.S. Census.					

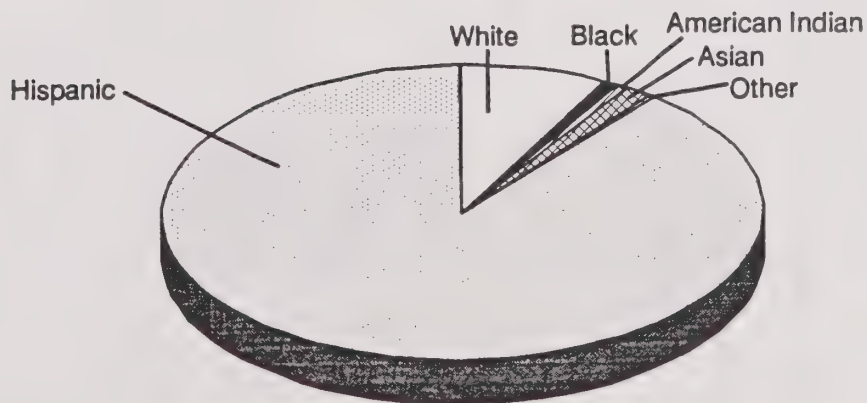
The Hispanic majority has resulted in White, Black, American Indian and Asian minority groups. The Cudahy area held a large American Indian population in the 1960's. Today, American Indians represent less than 1 percent of the population. Census Tracts 5344.02 and 5343 had higher percentages of White persons than the city average. Census Tract 5343 had a higher percentage of Black persons and a lower percentage of American Indians than the City average. Asians represented a higher percentage in Census tract 5344.01.



1990 AGE DISTRIBUTION

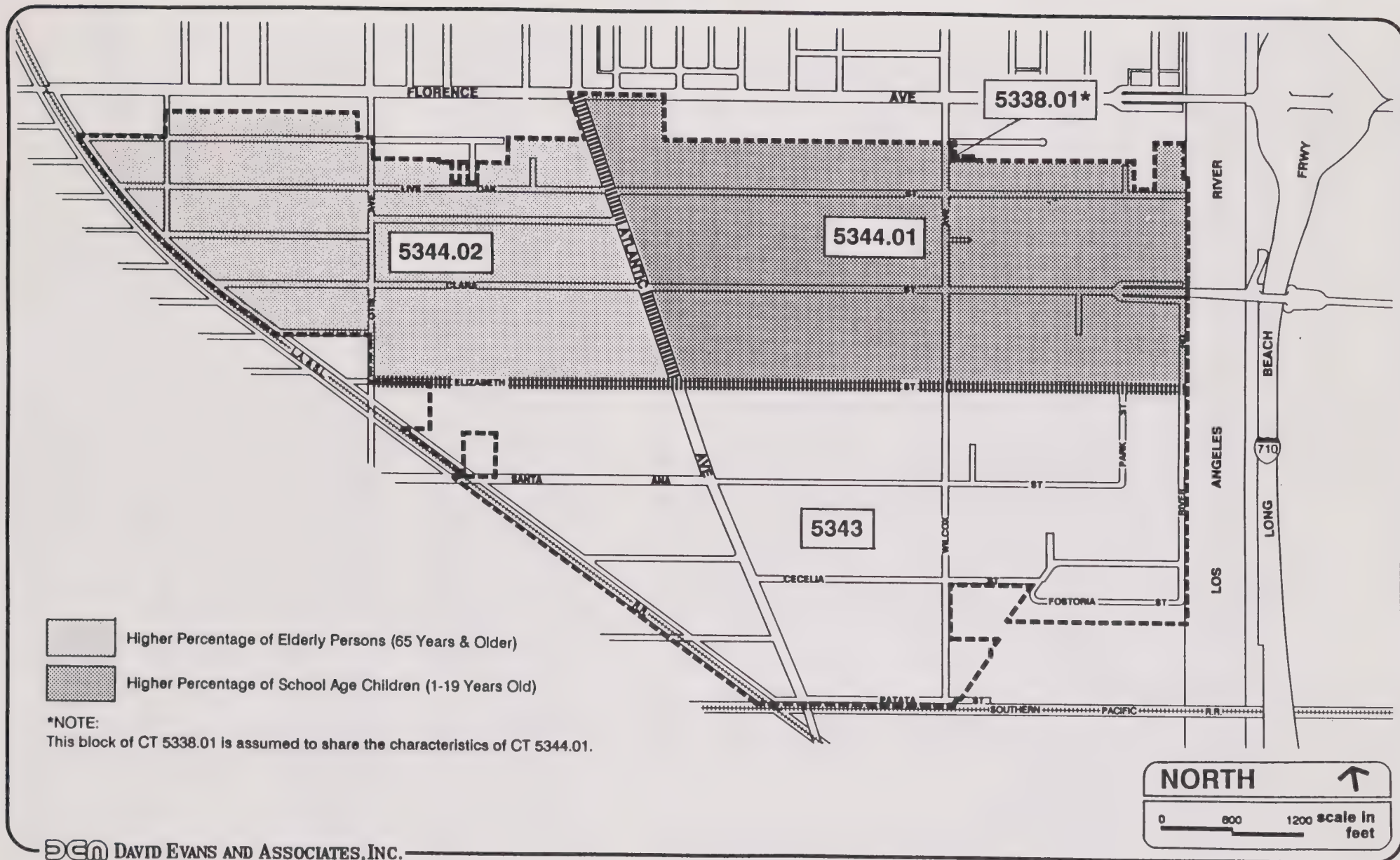


1980 RACE DISTRIBUTION



1990 RACE DISTRIBUTION

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The trend in the racial distribution of the City is towards increasing Hispanic populations. While the city had 69.9 percent of its population as Hispanic in 1980, it now has 88.9 percent of the population as persons of Hispanic origin. Table 3-5 provides the change in race and ethnicity from 1980 to 1990. Exhibit 3-1 shows the race compositions for 1980 and 1990.

TABLE 3-5 CHANGE IN RACE AND ETHNICITY (1980-1990)					
Race	1980	Percent	1990	Percent	Population Change
White	4,538	25.2	1,790	7.8	-2,748
Black	184	1.0	195	0.9	+ 11
American Indians, Eskimo	376	2.1	146	0.6	-230
Asian	344	1.9	319	1.4	-25
Other	34	0.2	79	0.4	+ 45
Hispanics	12,508	69.6	20,288	88.9	+ 7,780
Total	17,984	100.0	22,817	100.0	+ 4,833
Source: 1980 and 1990 U.S. Census.					

Disability

Disabled persons are identified as those with visual and hearing impairments and mental handicaps. Information on disabled residents in Cudahy was taken from the 1980 Census. Persons limited in mobility were also identified by the 1980 Census. These persons have special housing needs such as ramps instead of stairs, modified bathrooms, lower cabinets and shelves and wider doorways. Although new housing units are required to be accessible to the handicapped, existing units are not likely to be designed for disabled residents.

Table 3-6 (which is based on 1980 Census statistics) shows that approximately 934 persons with work disabilities and 410 persons with public transportation disabilities were living in Cudahy in 1980. Of the elderly population, 20.6 percent had public transportation disabilities. Almost 43 percent of the residents with public transportation disabilities were in Census Tract 5344.01.

**TABLE 3-6
DISABILITY STATUS OF NON-INSTITUTIONAL PERSONS**

	Persons	Percent
Total Persons	17,984	100.0
Persons aged 16-64	9,956	55.4% of total population
With work disability	934	9.4% of persons 16 - 64
Not in Labor Force	703	7.1% of persons 16 - 64
With Public Transportation Disability	233	2.3% of persons 16 - 64
Persons aged 65 and over	859	4.8% of total population
With Public Transportation Disability	177	20.6% of persons 65 and older
Source: 1980 U.S. Census.		

Assuming percentages of disabled persons have remained the same since 1980, there would be 1,185 persons with work disabilities in 1990. Of these, 893 persons would be prevented from working. Also, 521 persons would have public transportation disabilities of which 225 would be persons aged 65 or over.

Homelessness

The homeless crisis has become a national concern. The causes for homelessness in Southern California may be attributed to the deinstitutionalization of the mentally ill, drug and alcohol abuse, economic displacement, lack of affordable housing and domestic violence. Services and support for the homeless have not been adequate to help all persons. The length of lines and waiting lists with each service provider attests to the fact that the homelessness problem is not a temporary phenomena. In an effort to assist the homeless population, the State of California has mandated that housing elements analyze and address the homelessness problem in each locality.

Approximately 10 homeless persons (single males and females) are found in the Cudahy area. They occupy the banks of the Los Angeles River in the City of Bell Gardens and the trash bins at local supermarkets. The limited number of homeless persons in Cudahy points to an insufficient need for an emergency or transitional shelter in the City. Homeless persons are encouraged to seek assistance from the Department of Public Social Services on Atlantic Avenue and local community services (Chicano Service Action Center, Human Services Association) in neighboring cities.

The nearest homeless shelter is the Bell Homeless Shelter at Mansfield Way (see Exhibit 3-3). The shelter is operated by the Salvation Army and opened in 1988. It provides 250 beds in winter and 150 beds in summer. There are fewer persons looking for shelter in summer due to the favorable weather at night. The winter colds have resulted in overcapacity at the shelter with a maximum of 318 persons at one time. Twenty percent of the persons served are female and eighty percent are male. No children are served by the shelter.

Walk-in persons are not entertained at the shelter, rather the Salvation Army has pick-up points in Hollywood, Eastmont, Huntington Park, Compton, Maywood, Long Beach and downtown Los Angeles. At these points, homeless individuals are gathered in the afternoon and brought to the shelter for dinner, bed and breakfast. By morning, the homeless are brought back to their pick-up points. The nearest pick-up point for persons in Cudahy is at 2965 E. Gage Avenue in Huntington Park.

Aside from food and a place to stay the night, the Bell Shelter offers counselling services, legal advice, social security income assistance, religious advice, social activities and games. A maximum stay of 60 days is permitted for people who are looking for work, are working or are in training classes.

HOUSEHOLD CHARACTERISTICS

The City of Cudahy had 5,071 households in 1980. In 1990, the U.S. Census estimates 5,261 households in the City. This is a 3.7 percent increase in ten years or approximately 19 new households per year.

Large Households and Overcrowding

In Cudahy, the average household size in 1980 was 3.5 persons per household. The 1990 U.S. Census estimates a higher household size for 1990 at 4.34 persons per household. Compared to the Los Angeles County average household size of 2.7 and 2.8 persons per household for 1980 and 1990 respectively, the City of Cudahy has continued to have larger households than the rest of the County. A trend toward even larger households in the future is seen. This may be due to the Hispanic majority population who have close family ties and prefer more children than the average American household.

Large households are households that have 5 or more members. An increase in the number of persons in a household is often the addition of children and does not necessarily increase the earning capacity of the household. This brings on a need for large but inexpensive

housing. Large households often require larger dwelling units which may not be readily available in the community.

In 1990, there were 2,653 large households in the City or 50.4 percent of the total households. Census Tracts 5344.01 and 5344.02 had percentages of large households greater than 50.4 percent (see Exhibit 3-4). Only Census Tract 5343 had a percentage of large households (44.6%) less than 50 percent of the total households. Between 1980 and 1990 large households in the City increased from 28.5% to 50.4%. This indicates a growing number of large households who require larger than average dwelling units.

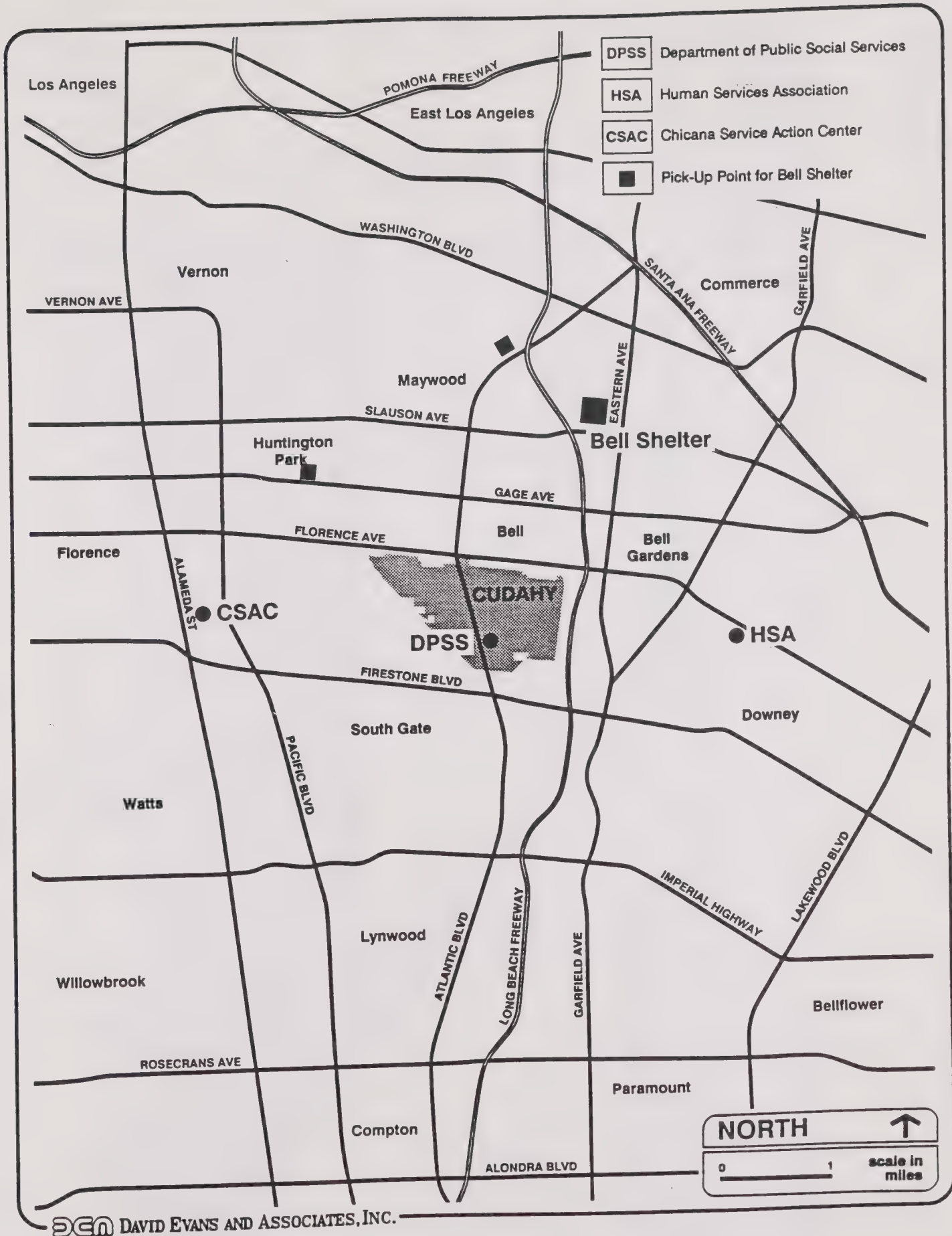
When large households do not find appropriate housing, overcrowding results. Also, overcrowding occurs whenever there is an insufficient supply of suitably-sized housing for the households who need it. The Census defines overcrowding as units with 1.01 or more persons per room. The 1980 Census reported that 1,604 households in the City of Cudahy lived in overcrowded conditions in 1980. This represented 31.6 percent of all occupied units. In 1990, this has increased to 54.3 percent and indicates severe overcrowding in the City. Exhibit 3-5 shows the 1990 overcrowding concentrations in the City. Census Tract 5344.01 had 59.6 percent of its households living in overcrowded conditions. This tract also had a higher percentage of large households and school-age children. With over fifty percent of Cudahy households in overcrowded conditions, garage conversions and the addition of back units have been common in the City.

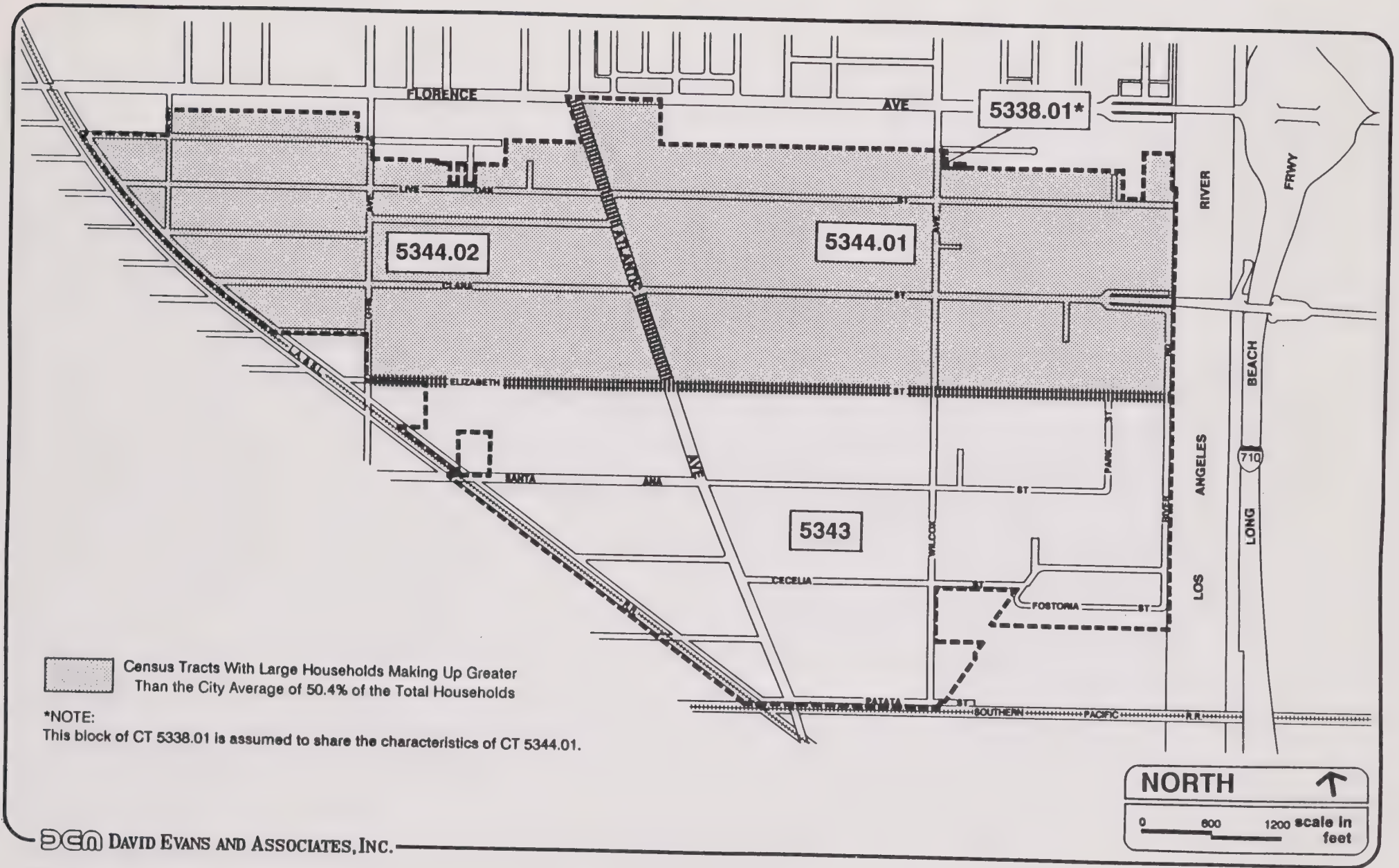
Female-headed Households

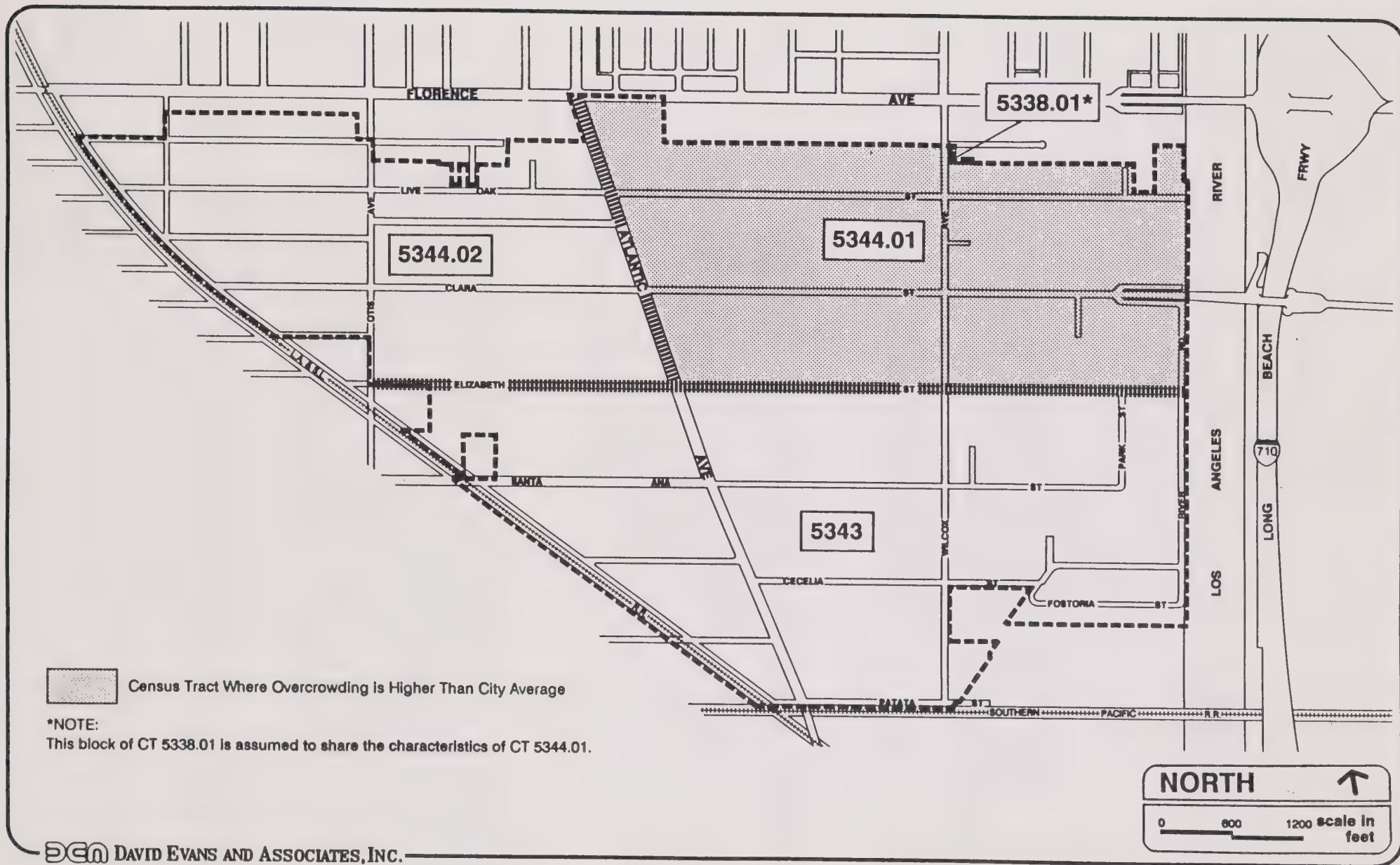
In 1980, there were 993 female-headed households representing 19.6 percent of the total households in the City. Of these, 523 female-headed households were below poverty level and 497 households had children below 18 years of age. Using 1990 Census estimates, there are 1,375 female-headed households residing in Cudahy in 1990, with approximately 52.7 percent or 724 of them below poverty level and approximately 688 of these households with children below 18 years of age. Because of limited income and added responsibility, female-headed households present a special housing need. They require affordable housing that are near schools and day care centers.

Minority Households

The trend toward increasing Hispanic populations in the region has been more pronounced in the residential neighborhoods of Cudahy. The majority of households in Cudahy are made up of persons with Hispanic origins. There were 368 owner households in 1980 and 2,578 renter households who were Hispanic in origin. These represent 7.3 percent and 50.8 percent of the total households respectively. Minority households consisting of White, Black,







American Indian and Asian households represented 41.9 percent of the total households. In 1990, there were 4,214 Hispanic households (80 percent) out of 5,261 households in the City. White households decreased to 2,023 households; 69 were Black households; 53 were American Indian households; and 111 were Asian households. Minority households need to be assured equal opportunity to housing in Cudahy.

Elderly Households

Elderly households need housing assistance because they frequently have fixed incomes (social security) which cannot accommodate rent increases or major home repairs. The 1980 Census reported 266 households in Cudahy were headed by person 65 years or older. Of these households, 24 households had incomes below the federally defined poverty level. In 1990, 760 households had elderly members, of which 532 are householders. Using the same percentage in 1980 (36.9%), approximately 200 of elderly households could have incomes below poverty level in 1990. Of the 532 households, 216 are owners and 316 are renters.

Farmworkers

Farmworkers have special housing needs because they need affordable housing near places of work on a seasonal basis only. There were 44 farmworkers in the City of Cudahy in 1980. This was 0.7 percent of the labor force and included jobs in gardening, landscape maintenance, greenhouses and nurseries and stables. Cudahy currently does not have any remaining agricultural use, nor are neighboring cities engaged in agricultural production. Thus, farmworkers are not expected to be residents of the City at this time. Migrant laborers may permanently reside in the City when they are not in the field. As such, they do not present a special housing need to the City.

Household Income

The City's median household income in 1980 was \$11,216. This is 64 percent of the Los Angeles County average of \$17,551. Cudahy was within the low income category (50 to 80 percent of the County median income) in 1980. Almost 39 percent of the households had very low incomes (less than \$8,775); 22.2 percent had low income (between \$8,775 and \$14,041); 19.7 percent had moderate incomes (between \$21,061 and \$14,041) and 19.2 percent of the households were within the high income limit. All census tracts had median incomes within the low income category. Also, 1,133 households had incomes below the poverty level. This is approximately 29.5 percent of all households in the City.

While Census Tract 5344.01 had 37 percent of the lower income households (very low and low income households) in the City, a higher percentage of lower income households were found in Census Tract 5343 (64.8 percent) than the City as a whole (60.8 percent). Also,

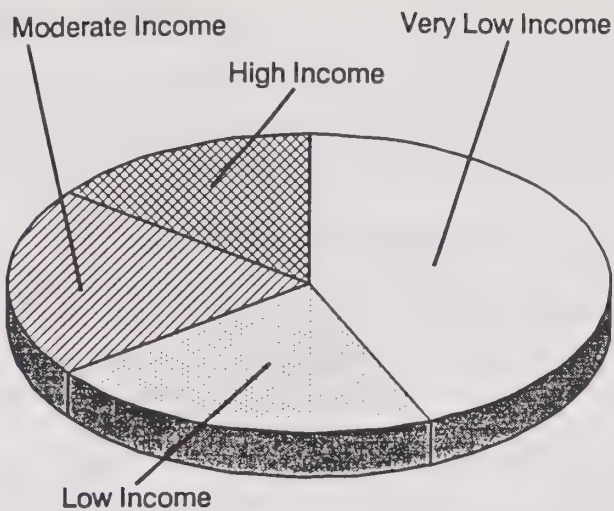
Census Tract 5343 had a greater percentage of households below the poverty level. Table 3-7 and Exhibit 3-6 show the breakdown of households by income category.

TABLE 3-7 HOUSEHOLD INCOME CHARACTERISTICS (1980)							
Census Tract	Households	Very Low Income	Low Income	Moderate Income	High Income	Median Income	Percent Below Poverty
5343	1,629	707	349	334	239	\$10,517	33.9%
5344.01	1,897	741	417	361	378	\$11,123	32.6%
5344.02	1,565	530	365	308	362	\$11,949	21.3%
Total	5,091	1,978	1,131	1,003	979	\$11,216	29.5%
Median Income in Los Angeles County was \$17,551.00 Very Low Income - having less than 50% of the county median income or \$8,775. Low Income - having between 50% and 80% of the county median income or \$8,775 to \$14,041. Moderate Income - having between 80% and 120% of the county median income or \$14,041 to \$21,061. High Income - having more than 120 percent of the county median income or \$21,061 or more.							
Source: 1980 U.S. Census.							

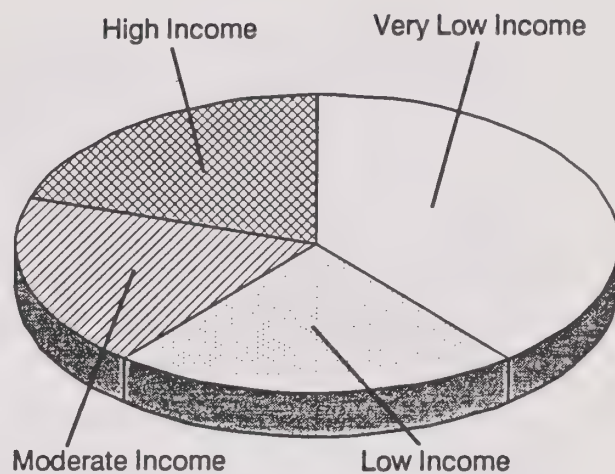
Estimates from market profile reports of the area show that Cudahy has a median income of \$17,967 in 1990. Compared to the County median income of \$38,900, the City's median income is 46 percent of the County median income. Thus, Cudahy has become a very low income City since 1980. Census Tract 5343 has the lowest median income at \$16,636 and the only tract with an income lower than the City average. Census Tract 5344.01 has a median income of \$18,321 and Census Tract 5344.02 has \$19,017.

The median income of households in Census Tract 5344.02 was higher than the City average in 1980. This same census tract had a higher percentage of elderly persons. Today, it continues to have a median income that is higher than the two other census tracts.

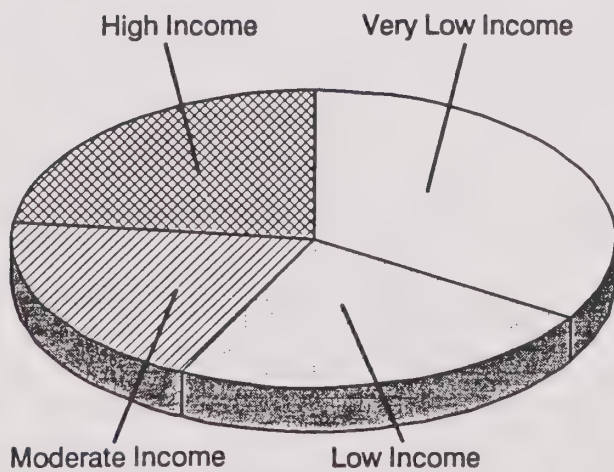
Low income households require housing with low rents and payments below market rate housing. Often, payment assistance is needed from local, state and federal governmental agencies to assist these households in getting adequate housing. Programs available for housing assistance should be taken advantage by the City of Cudahy to provide its residents with affordable housing.



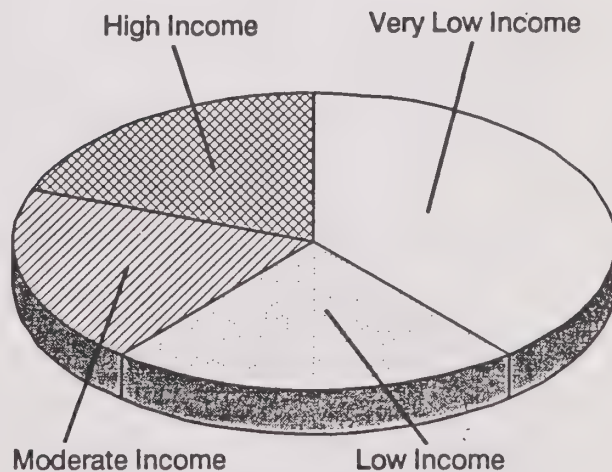
CENSUS TRACT 5343



CENSUS TRACT 5344.01



CENSUS TRACT 5344.02



CITY

DEA DAVID EVANS AND ASSOCIATES, INC.

Public Assistance

The 1980 Census reported 1,131 households were receiving public assistance and 849 households had social security income. The total of persons receiving public assistance and having social security incomes represented 11 percent of the population.

As of December 1990, the Department of Public Social Services (DPSS) stated that 4,617 households in the City of Cudahy were receiving public assistance. Approximately 33 percent of these persons lived in Census Tract 5343; 41 percent in Census Tract 54344.01 and 26 percent in Census Tract 5344.02. Table 3-8 shows the breakdown of public assistance for Cudahy residents.

TABLE 3-8 PERSONS RECEIVING PUBLIC ASSISTANCE	
Type of Assistance	Number of Persons Aided
AFDC-Family Group	2,401
AFDC- Unemployed Parent	336
General Relief	90
Food Stamps Only	558
Medi-Cal Assistance only	1,230
Refugee Resettlement Program	2
Total	4,617
Source: Department of Public Social Services, December 1990.	

Employment

The labor force in Cudahy for 1980 consisted of 6,235 persons, of which 5,540 persons or 88.9 percent were employed. Table 3-9 provides a breakdown of employees by job type. The majority of residents are blue collar workers. Jobs in the manufacturing sector were held by 3,461 employees or 62.5 percent of the labor force. Approximately 18 percent were in the wholesale and retail trade and only 394 persons or 7 percent of the labor force were in the professional occupations.

TABLE 3-9
JOBS HELD BY RESIDENTS (1980)

	Persons	Percent
Managerial and Professional	394	7.1
Technical, Sales and Administrative	1,095	19.8
Service (Household, protective and other)	546	9.9
Precision production, craft and repair	1,058	19.1
Operators, fabricators and laborers	2,403	43.4
Farming, Forestry and Fishing	44	7.9
Total	5,540	100.0

Source: U.S. 1980 Census.

Approximately 35.2 percent of the labor force in the manufacturing sector lived in Census Tract 5344.02 while 44.8 percent of the professional workers in the City resided in Census Tract 5344.01.

Information of the job opportunities in the City in 1984 showed that there were approximately 1,995 jobs, 813 of which were in the manufacturing sector. The percentage of jobs in manufacturing (40.8 percent) is due to the presence of industrial areas south of the City and large industrial bases in the surrounding cities of Huntington Park, South Gate, Vernon and Commerce. There were no agricultural or mining jobs in the City, and 15.8 percent of the jobs were in the service sector.

The commuting patterns of residents could be inferred from the location of nearby industrial sites. Residents are likely to be employed in the manufacturing businesses in surrounding cities. A dependable public transportation system by the Southern California Rapid Transit District runs through the City which allows residents to go to schools, jobs, and support services in and around the City. The Transportation Element Profile Report discusses circulation and transportation in greater detail.

HOUSING STOCK CHARACTERISTICS

The City's housing stock in 1970 numbered 5,467 units, 5,259 in 1980 and 5,416 in 1990. An decrease in housing units was experienced from 1970 - 1980. This may have been due to the demolition of units before new construction is in place. From 1980 - 1990, the stock increased by 157 units. This is a 3 percent growth over 10 years. The slow growth is expected with the majority of the land area fully developed. New housing is often through the recycling and redevelopment projects of lots to higher density uses.

The Department of Finance (DOF) estimates a larger housing stock (5,665 units) than the 1990 census (5,416 units). Part of the difference may be the acquisition and demolition of 145 dwelling units for the construction of a new junior high school near Elizabeth Street School between the time of the January DOF estimate and the July 1990 Census. Another factor in the difference may be the construction of units at the back of existing units which may not have been counted in the Census survey.

The 1990 U.S. Census estimates the Cudahy housing stock to be primarily attached and detached single-family units (49.6 percent) and large multi-family units with 5 units or more (33.4 percent). There are 14 mobile home (trailer) parks in the City providing a total of 418 units.

Housing growth from 1980 to 1990 was provided by single-family units; 2 to 4 attached units and mobile homes. Single-family units increase by 1.9 percent but large multi-family developments decreased by 5.6 percent. The increase in mobile homes was 1.6 percent between 1980 and 1990. Table 3-10 shows the breakdown of the housing stock for 1980 and 1990 and indicates the change in stock distribution within the ten-year period.

Mobile homes in the City (7.7 percent) represent a larger share of the housing stock than mobile homes in Los Angeles County (1.5 percent). In Cudahy, they have been a stable source of affordable housing for decades. Recent legislation in the City has granted permanent status to mobile home parks (they are now considered permanent housing units, instead of temporary or transitional housing).

New developments in the City include condominium projects and single family units on recycled lots. From 1990 to March 1992, 109 dwelling units were given certificates of occupancy and 30 dwelling units were demolished. Thus, the housing stock has increased by at least 79 units from the 1990 stock.

**TABLE 3-10
HOUSING STOCK GROWTH**

Housing Type	1980 Housing Stock		1990 Housing Stock		Change
	Units	Percent	Units	Percent	Percent
Single-family	2,509	47.7	2,685	49.6	+1.9%
2 to 4 units	379	7.2	449	8.3	+1.1%
5 units or more	2,049	39.0	1,811	33.4	-5.6%
Mobile Homes	322	6.1	418	7.7	+1.6%
Other	---	---	53	1.0	+1.0%
Total	5,259	100.0	5,416	100.0	157 units
Source: 1980 & 1990 U.S. Census					

The breakdown of housing stock by census tract in 1980 and 1990 is provided in Table 3-11. The loss of housing units in Census Tract 5344.01 would be due to the demolition of 145 units to construct the new junior high school. The increase in stock within Census Tract 5343 is evidenced by the addition of back units on single family lots.

**TABLE 3-11
HOUSING STOCK BY CENSUS TRACT**

Census Tract	1980 Housing Stock		1990 Housing Stock		Growth
	Units	Percent	Units	Percent	Units
5338.01	---	---	11	.02	+11
5343	1,644	31.3	1,863	34.4	+219
5344.01	1,968	37.4	1,877	34.7	-91
5344.02	1,647	31.3	1,665	30.7	+18
Total	5,259	100.0	5,416	100.0	+157
Source: 1980 and 1990 U.S. Census.					

Aside from conventional housing, the City's hotels and motels have been used as permanent dwelling units. This indicates a high demand for housing in the area, the lack of affordable

housing, and a lack of units to meet the need. Increasing use of motel rooms as dwelling units raises health and safety concerns for residents. The City has developed more stringent standards for hotels and motels to address this problem.

Tenure

Cudahy's housing units are mainly renter-occupied (80.8 percent) even though the type of housing is predominantly single family units (49.6 percent). Table 3-12 provides the tenure by census tract in 1990 and Exhibit 3-7 shows the concentration of owner-occupied in Census Tract 5344.02 and renter occupied housing units in Census Tract 5344.01. Owner-occupied units are concentrated in the same census tract as those with a large percentage of elderly households and higher income households. Renters are found in Census Tract 5344.01 where large households, overcrowding and school age children are predominant.

The development of multi-family housing in the City will continue to keep the majority of residents as renters. Property owners who do not occupy their units would generally have less regard for the maintenance and condition of housing units. Renters, on the other hand, have very little incentive to spend for the rehabilitation of units that will not have a tangible return on investment.

The City should encourage the maintenance of housing units, through strict property maintenance enforcement, low-interest renter improvement loan, and other incentives.

TABLE 3-12 HOUSING TENURE (1990)					
Tenure	CT 5343	CT 5344.01	CT 5344.02	CT 5338.01	Total
Owner-Occupied	266	182	434	5	887
Renter-Occupied	1,549	1,626	1,193	6	4,374
Vacant	48	69	38	0	155
Total	1,863	1,877	1,665	11	5,416
Source: 1990 U.S. Census.					

Age and Condition

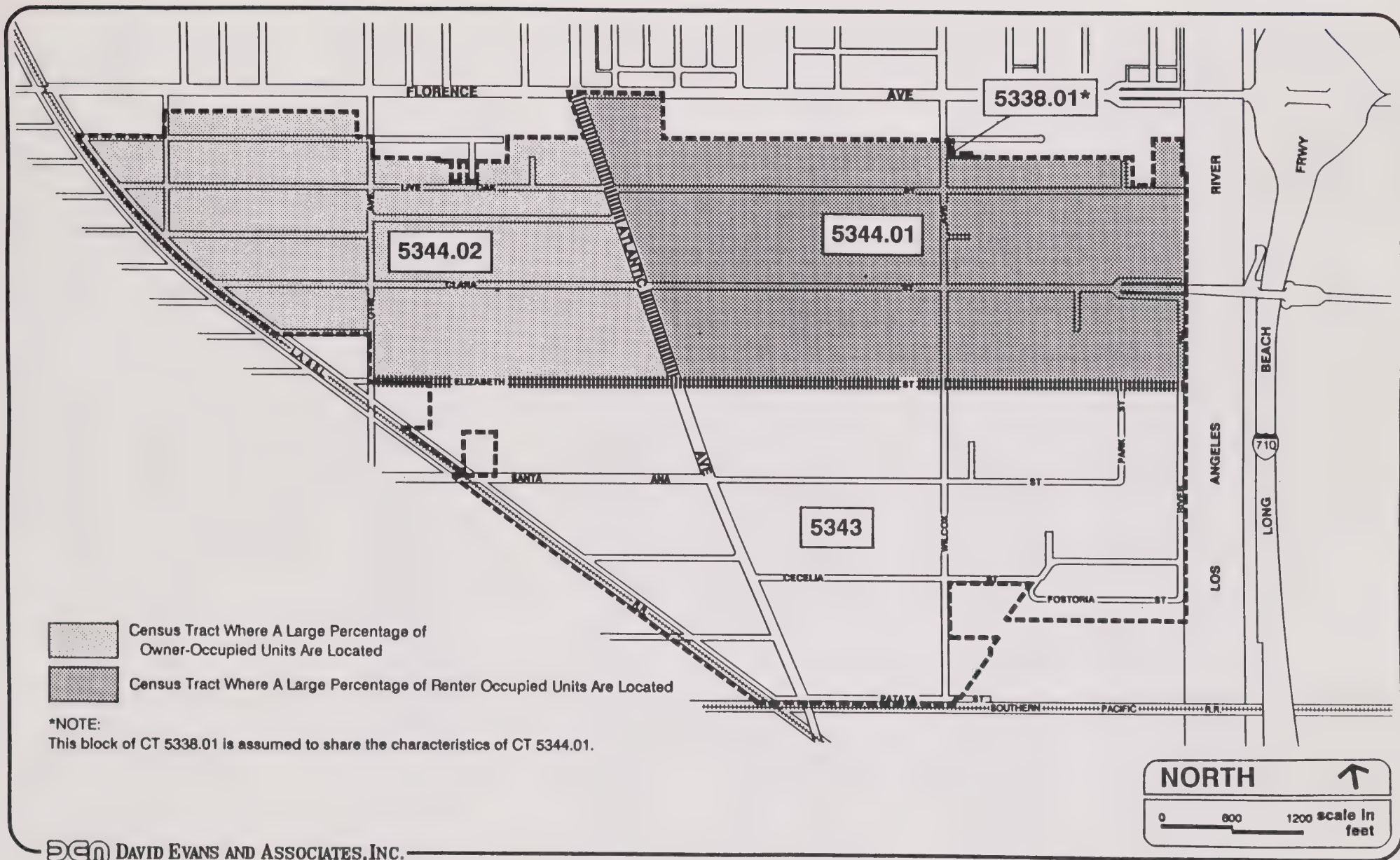
Housing age is a factor for determining the need for rehabilitation. Without proper maintenance, housing units are most likely to deteriorate over time. Also, older houses are not built to current building standards for fire and earthquake safety. The 1980 census

showed that the majority of the city's housing stock was built from 1950 to 1969. This coincides with the development boom in Southern California. More than 1,660 of the houses were built in the 1950's making them 32 to 41 years old by now. These older units are found throughout the City. Relatively new housing, built from 1980 to the present represent only 4.6 percent of the current stock. Table 3-13 estimates the age of housing units for each census tract.

TABLE 3-13 YEAR HOUSING STOCK WAS BUILT					
Year Structure Built (Age)	CT 5343	CT 5344.01*	CT 5344.02	CT 5338.01	Total
1980 - 1990 (10 yrs old or less)	219	0	18	11	248
1970 - 1980 (11 to 21 years old)	142	154	169	---	472
1960 - 1969 (22 to 31 years old)	522	724	346	---	1,627
1950 - 1959 (32 to 41 years old)	593	540	505	---	1,664
1940 - 1949 (42 to 51 years old)	254	304	405	---	978
--?- - 1939 (52 yrs old or more)	133	155	222	---	518
Total	1,863	1,877	1,665	11	5,416
* Estimated due to loss of 91 units from 1980 to 1990. Source: 1980 and 1990 U.S. Census.					

A survey of the housing stock was conducted in late March and early April 1991. This included observation of exterior facades of housing units and yards. Because the lots were deep, units further at the back of the lots were not surveyed, it was assumed that the condition of the front unit would be representative of the condition of all back units. There are approximately 1,189 residential lots in the City. With a total of 5,417 housing units, the average density is 4.6 units per lot.

The survey showed that many of the housing units in the City are in need of repair. This could be directly related to the age of the housing stock (32 to 41 years old). Approximately 119 lots had units with uneven or flaking paintwork and 47 lots had units with stucco or sidings in disrepair. This is 14 percent of all properties in the City. Fifteen properties were identified to have units with faulty roofs and 75 had units with roof trims that showed signs of peeling. Three properties had units with damaged doors. Also, there were 23 properties with garages showing major damages and 22 lots with fences in need of repair.



There were 109 properties which needed yard maintenance and 46 had unsightly trash in their front or side yards. Driveways on 103 properties were in bad condition as well. While yards, trash and driveways do not have a direct relation to the condition of the unit, it presents a negative image of the neighborhood. Approximately 10 units were identified which required maintenance beyond the normal upkeep. These were units which had four or more items in need of repair, that cumulatively added to the decrepit look of the units. Replacement, rather than rehabilitation, appears to be a more economical alternative for these units.

Exhibit 3-8 shows the general location of units in need of rehabilitation. Lots in the eastern and western sections of the City had units in need of repair more than the lots in the central section. Because the lots in the eastern section are deeper and more likely to have more units, this area would have a higher percentage of units in need of rehabilitation.

Vacancy

The availability of vacant housing units provides households continued choices on different unit types to accommodate their changing needs. (Single persons, newly-married couples and elderly households need smaller units than households with school age children.) Vacant units also serve as a damper to market rents and prices. The 1990 U.S. Census shows a vacancy rate of 2.9 percent. This limits the choice of households to find adequate housing. It may also be related to the overcrowding problems of the City.

The Regional Housing Needs Assessment by the Southern California Association of Governments estimates the 1987 vacancy rate of Cudahy at 2.4 percent. This is lower than the ideal rate of 3.6 percent overall or 2 percent of single family unit and 5 percent for multi-family units. Thus, approximately 70 vacant units are needed in the City to increase vacancy rates to 3.6 percent (ideal).

Housing Costs and Rents

The affordability of housing is a major factor in the provision of adequate shelter. In 1980, the median housing value of an owner-occupied home was \$63,600 with a mortgage of \$294 and the median gross rent was \$265. Neighboring cities had housing values greater than and less than those in Cudahy but gross rents in Cudahy were highest. Table 3-14 shows housing costs and rents in the area.

TABLE 3-14
MEDIAN HOUSING VALUE AND RENTS IN THE AREA (1980)

City	Median Housing Value	Median Gross Rent
Cudahy	\$63,600	\$265
Bell	65,100	234
Bell Gardens	59,800	247
Commerce	60,900	220
Maywood	58,300	214
Huntington Park	63,200	210
South Gate	65,000	230
Source: 1980 U.S. Census.		

Data from documentary transfer taxes show that existing homes in Bell, Compton, Cudahy, Huntington Park, Lynwood and South Gate have a median price of \$125,000 to \$155,000 and condominiums are at \$81,000. This is a slight decrease in last year's prices, owing to the housing slump in early 1991. The median price for new homes cannot be derived because there were very few sales to reflect a reliable housing value. The 1990 U.S. Census estimates the median value of housing in the City to be \$153,500. Census Tract 5343 had a lower housing value of \$144,900. Housing in Census Tract 5344.01 had a median value of \$154,500 and Census Tract 5344.02 had a median value of \$158,200. Information from area developers indicate that new 3 bedroom units with 1,400 square feet of floor area sell for \$225,000 to \$235,000. Units with less than 1,200 square feet sell for approximately \$200,000.

The median rent in 1990 was estimated at \$560 per month (U.S. Census). Census Tracts 5344.01 and 5344.02 had higher median rents (\$582 and \$575) than the City. A limited survey of rents in 1991 showed that the average rent for a two-bedroom unit is \$659 and the median is \$650. Table 3-15 shows average and median rents in 1991.

TABLE 3-15
RENTS IN THE CUDAHY AREA (1991)

Housing Type	Median Rent	Average Rent	Range	HUD Fair Market Rent Limit
One Bedroom Unit	\$495	\$485	\$315-650	\$642

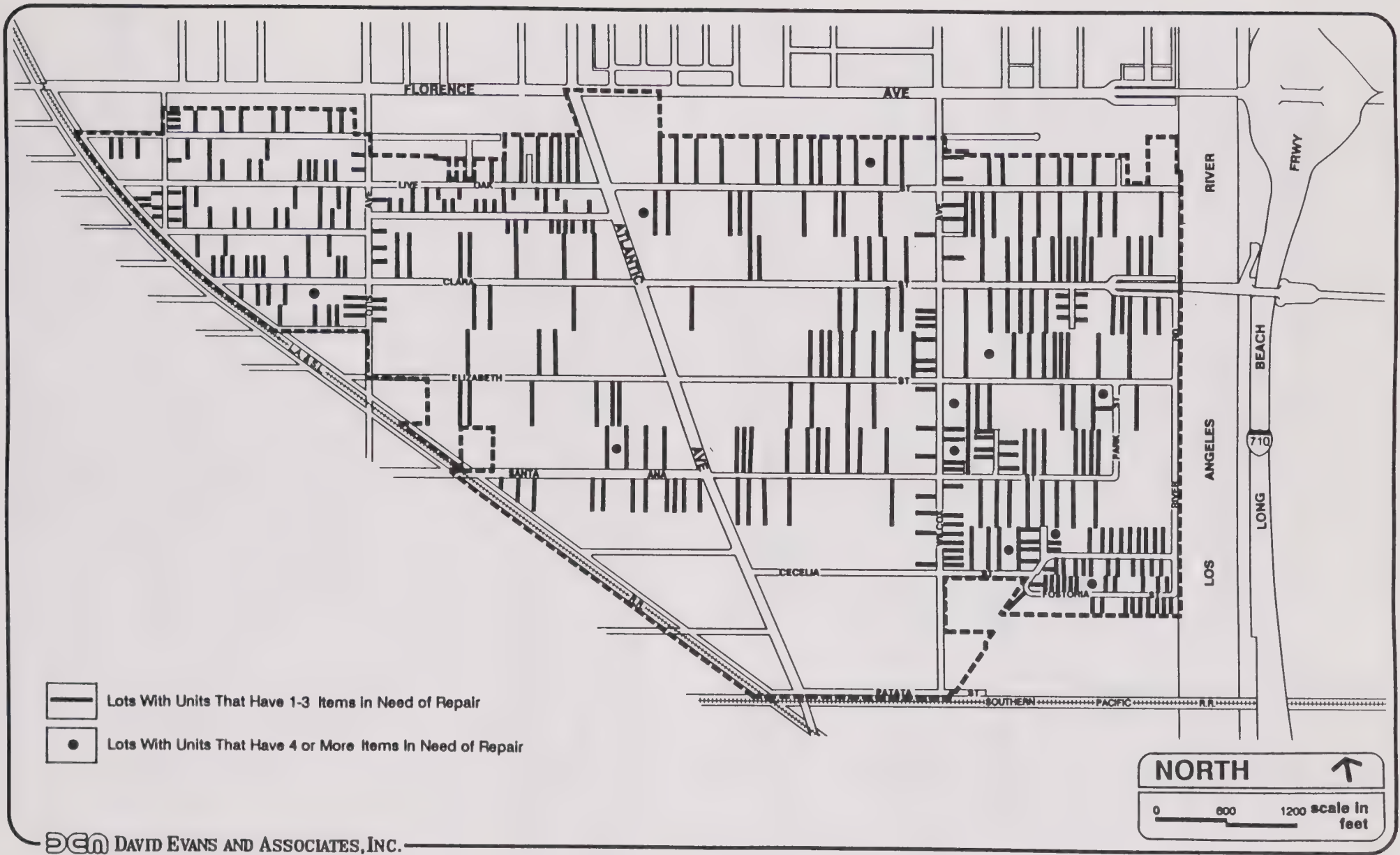


TABLE 3-15
RENTS IN THE CUDAHY AREA (1991)

Housing Type	Median Rent	Average Rent	Range	HUD Fair Market Rent Limit
Two Bedroom Unit	\$650	\$659	\$425-\$1,000	\$747
Three Bedroom Unit	\$950	\$931	\$700-\$1,150	\$957
Four-Bedroom Unit	NA	\$1,013	\$825-\$1,200	\$1,081

Source: David Evans and Associates, 1991; Housing and Urban Development Department, 1991.

Comparison with the maximum rent that HUD will subsidize for lower income households show that rents in Cudahy are lower for all unit types. This could mean that more than half of the housing units in the city are affordable for lower income households and that there are opportunities for residents to use Federal Section 8 rent assistance on housing voucher programs.

The higher rents in Cudahy compared to adjacent cities may be attributed to low vacancy rates in the City and the large transient population. With a high demand for rental housing, rental properties are able to raise their prices to meet the highest bidder.

Overpayment

Overpayment is defined as having less than 80 percent of the regional median income and paying more than 30 percent of one's income for housing. When low income households have to pay high rents, less money is available for food, medicine and clothing needs. Also, overpayment limits the money available for home improvement projects. Almost 70 percent or 3,657 households in the City were earning less than \$20,000 and 50 percent of these were overpaying in 1980. Table 3-16 summarizes housing expenditures in 1980.

TABLE 3-16
HOUSEHOLD INCOME AND HOUSING PAYMENTS

Income Range by Housing Payment	Owner Occupied	Percent	Renter-Occupied	Percent
Less than \$10,000	223		1,756	
paying less than 15%	85	38.1%	34	1.9%
15% to 24%	24	10.8%	122	7.0%
25% to 29%	0	---	99	5.6%
30% or more	90	40.3%	1355	77.2%
not computed	24	10.8%	146	8.3%
median	21.0%		50+ %	
\$10,000 to \$19,999	149		1529	
paying less than 15%	69	46.3%	159	10.4%
15% to 24%	48	32.2%	759	49.6%
25% to 29%	6	4.0%	240	15.7%
30% or more	26	17.5%	355	23.2%
not computed	---	---	16	1.1%
median	15.7%		23%	
\$20,000 or more	254		739	
paying less than 15%	160	63.0%	429	58.0%
15% to 24%	51	20.1%	294	39.8%
25% to 29%	31	12.2%	6	0.8%
30% or more	12	4.7%	0	---
not computed	---	---	10	1.4%
median	12.3%		13.9%	
Source: 1980 U.S. Census.				

Households with lower incomes are more likely to be overpaying for housing. More than half of the renters in Cudahy who are earning less than \$20,000 are paying 30 percent or more of their incomes for housing. Census Tracts 5343 and 5344.01 have a greater percentage of households who are overpaying compared to the City as a whole. Exhibit 3-9 shows overpayment concentrations. These census tracts are same ones with large households.

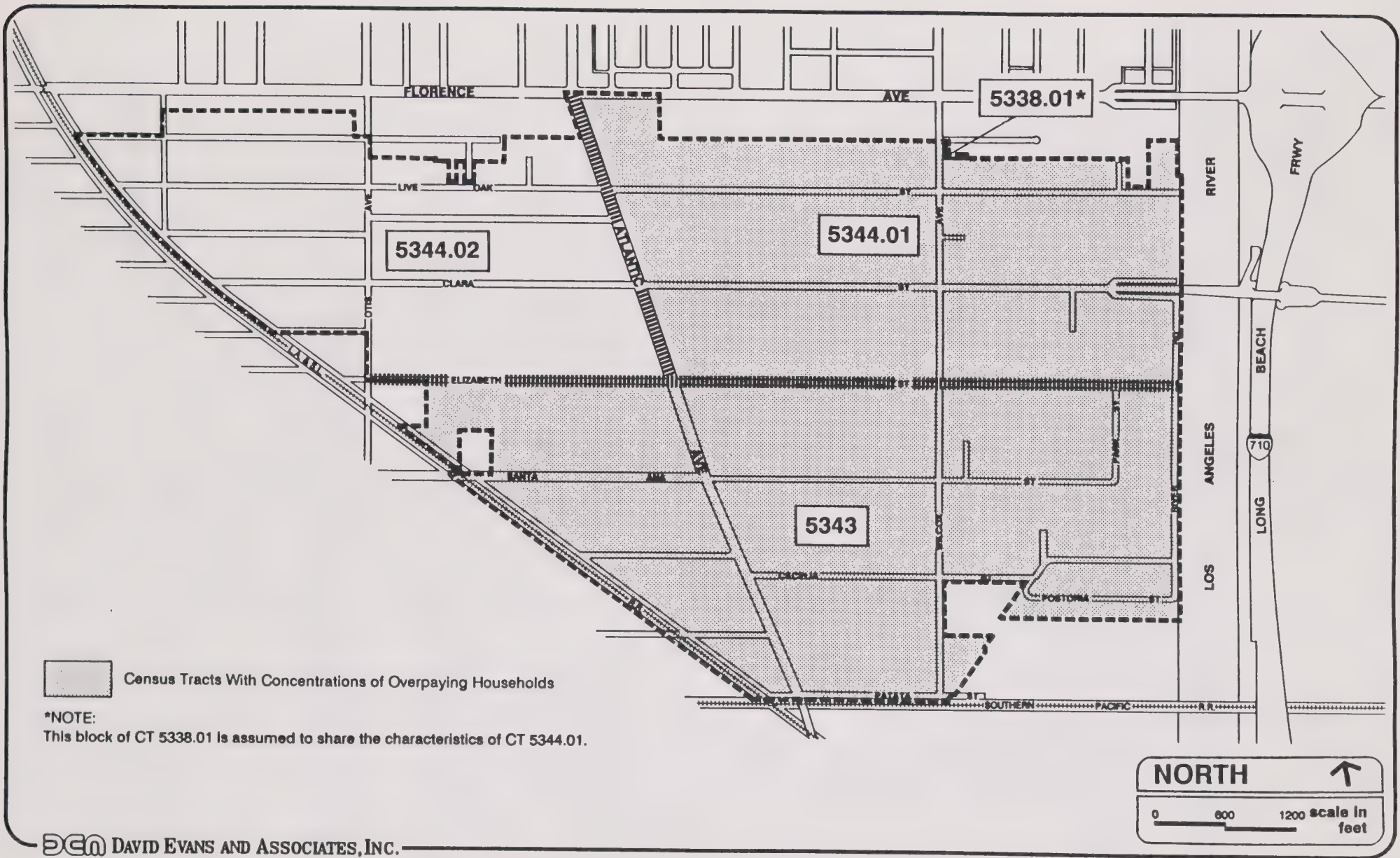


Exhibit 3-9
Overpayment

Existing Housing Need

The Regional Housing Needs Assessment prepared by SCAG identified the existing housing need of Cudahy for 1989 based on overpayment. Table 3-17 summarizes existing housing needs.

TABLE 3-17 EXISTING HOUSING NEEDS		
1988 Households	5,357	100.0 %
Low-income Households	3,343	62.4 %
Overpaying Lower Income Households	1,809	33.8 %
Very Low Income	1,299	24.2 %
Low Income	510	9.5 %
Owner Households	112	2.1 %
Very Low Income	83	1.5 %
Low Income	29	0.5 %
Renter Households	1,697	31.7 %
Very Low Income	1,216	22.7 %
Low Income	481	9.0 %
Source: Regional Housing Needs Assessment, SCAG, 1989.		

There are 3,343 households in 1988 who were considered lower income and 1,809 of these were overpaying. More than one-third of the households in Cudahy are currently overpaying for housing and need some form of payment assistance. The majority of these overpaying households are renters. Rental subsidies can lessen the number of overpaying households in the City. Such programs should be encouraged to alleviate overpayment.

Cudahy's households make up 0.2 percent of the County's households but the existing housing need represents 0.3 percent of Los Angeles County's total existing housing needs. Thus, Cudahy has an unproportionate share of lower income households and overpaying households.

As of February 1991, the City had 132 households who were participating in the Los Angeles County Section 8 program. Clara Street Commons, a senior housing project provides housing for 49 of these households.

Future Housing Need

SCAG also projected future housing needs of cities in the region based on estimated household growth, vacancy adjustments, and demolition adjustments. Revised numbers for Cudahy shows that the City will need 232 new housing units by 1994. These units will accommodate the projected growth of 142 households, 40 units for vacancy adjustments and 50 units to replace estimated demolitions.

The future housing need of the City is classified by income category which primarily represents the existing income category proportions. But in order to avoid impaction of areas which have an unproportionate share of low income housing, SCAG has adjusted future housing needs throughout the region. Table 3-18 and Exhibit 3-10 provide the breakdown by income category of the City's future housing needs.

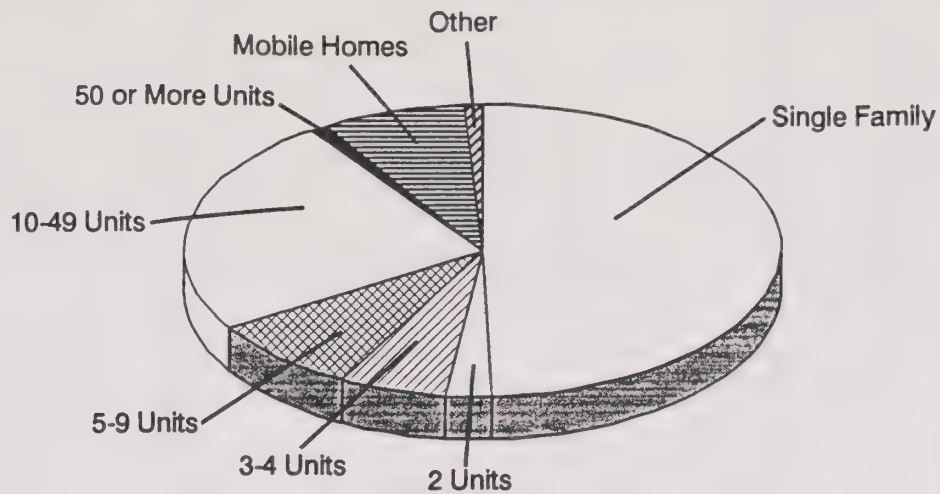
TABLE 3-18 FUTURE HOUSING NEEDS		
Income Category	Housing Units	Percent
Very Low Income	37	15.9
Low Income	60	25.9
Moderate Income	59	25.4
High Income	76	32.8
Total	232	100.0
Source: Regional Housing Needs Assessment, SCAG, 1989.		

Cudahy's 232 future housing need represents only 0.2 percent of the county's future housing needs. The share is relative to the small size of the City and the lack of vacant sites.

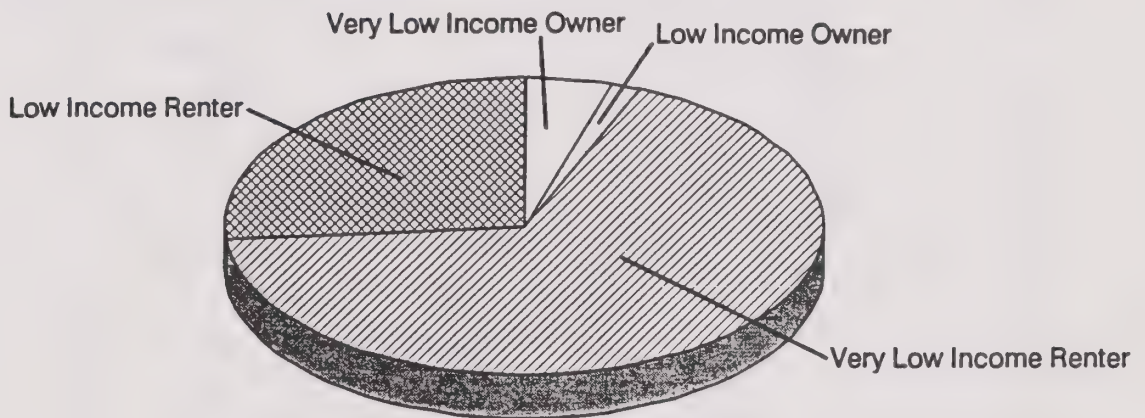
Publicly Assisted Housing Projects

The City of Cudahy has three publicly-assisted housing projects with a total of 176 units as listed in Table 3-19. Two projects are located on Elizabeth Street (see Exhibit 3-11) and one on Clara Street. These projects have been provided low interest loans and rental assistance payments in return for providing affordable housing units in the City.

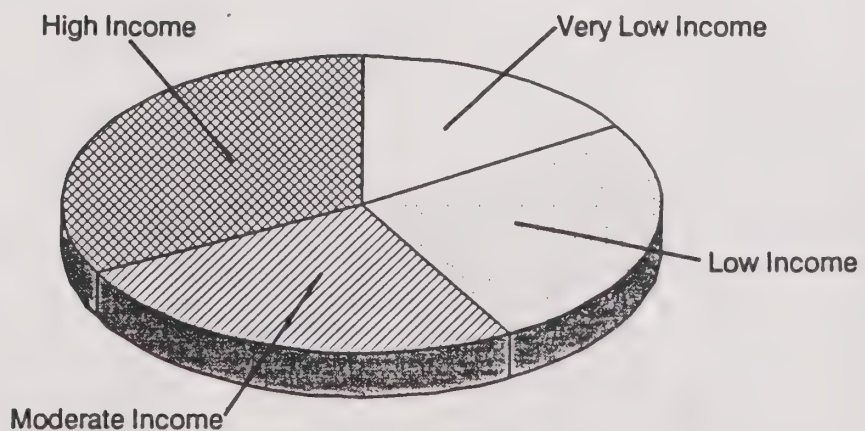
Two projects are subject to prepayment and may be considered at risk. Elizabeth Street Apartments has 26 units and is owned by M.R. Laykimogener of Beverly Hills. The project was granted a \$246,600 loan in 1972 under FHA Section 236 (Interest Reduction Payment



1990 HOUSING STOCK

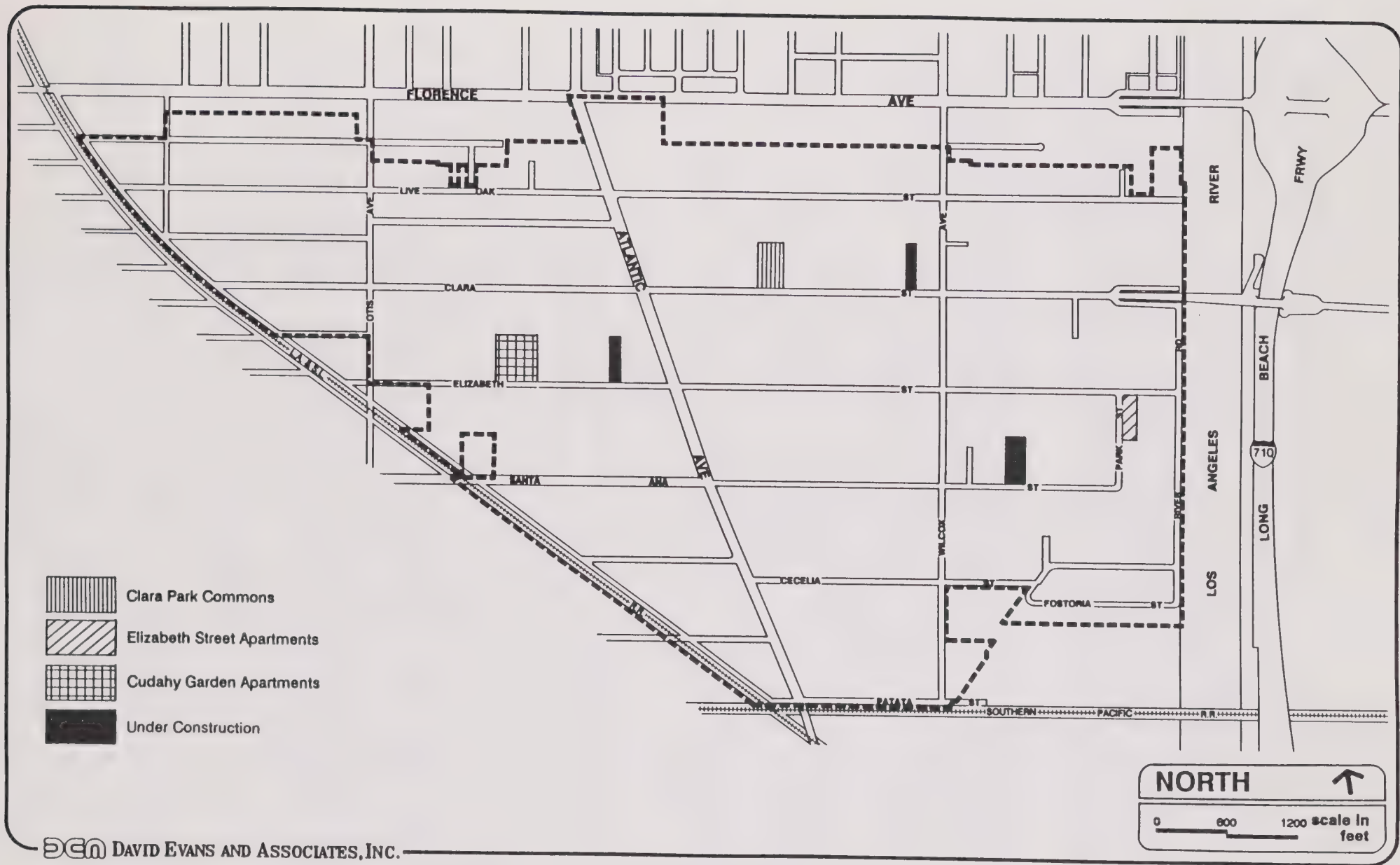


EXISTING HOUSING NEEDS



FUTURE HOUSING NEEDS

DEA DAVID EVANS AND ASSOCIATES, INC.



Program). It also has a Section 8 contract which will expire in February 1994. The FHA subsidy will be up for pre-payment in March 1992. Cudahy Garden Apartments has 100 units and is owned by Cudahy Gardens Limited of New York. The project was funded with Section 236, in the amount of \$1,526,000. The loan was executed in March 1973. A Section 8 contract was also initiated in October 1977. The FHA loan pre-payment period will start in October 1992 and the Section 9 program will end in March 1993. The developments have pre-payment options within the next years, although the expiration of the mortgage with the Department of Housing and Urban Development is 40 years after project construction or 2012 and 2013.

**TABLE 3-19
FEDERALLY SUBSIDIZED HOUSING**

Elizabeth Street Apartments 5250 Elizabeth Street	Low Interest FHA-Insured Loan (Section 236)	26 units 15 Section 8 contracts	FHA prepayment option - March 1992	Section 8 Subsidy Termination - February 1994
Cudahy Garden Apartments 4343 Elizabeth Street	Low Interest FHA-Insured Loan (Section 236)	100 units with 97 Section 8 contracts	FHA prepayment option - March 1993	Section 8 Subsidy Termination - October 1992
Clara Park Commons 4801 Clara Street	Direct Loans for Elderly or Handicapped - Section 202	50 units all with Section 8 contracts	FHA subsidy termination - 2027	Section Subsidy Termination - 2027
Source: Inventory of Federally Subsidized Low-Income Rental Units at Risk of Conversion, California Coalition for Rural Housing Project, 1990.				

Pre-payment means the cancellation of all rent controls and restrictions on the household income of tenants. At the termination of subsidy for these projects, unit rents are likely to return to market rate or may be subject to condominium conversion, non-residential uses and even demolition. No units in the two projects are specifically reserved for senior citizen households. Thus, future conversion will not lead to the loss of senior citizen housing units. The Department of Housing and Urban Development requires approval of pre-payment. Both projects have not filed for pre-payment of their contracts as of February 1992. The 1990 Low Income Housing Preservation Resident Homeownership Act (LIHPRHA) limits the owners ability to prepay their mortgages for Section 236 and 221 programs. The HUD requirements for prepayment include proof that:

- Current tenants are not affected economically.

- The affordable housing stock is not affected.
- The ability of low income residents to find safe and sanitary housing near jobs is not affected.
- Housing for minorities is not affected.

With the current housing market in California, and in Cudahy in particular, it is unlikely that the owners of the two projects on Elizabeth Street will prepay their loans. The owner has two options - continue with the program or sell the project to someone who will continue to participate in the program. With pre-payment options in 1992 and 1993 onward and termination of mortgage in 2012 and 2013, the property owner will then be allowed to raise rents and the Section 8 subsidy will compensate him. However, his property must remain affordable housing for the life of the project but not less than 50 years, according to the 1990 Act. This will be the years 2022 and 2023.

Under Section 8, the tenant pays 30 percent of his gross income to the owner and the Department of Housing and Urban Development (HUD) pays the difference between the tenant's 30 percent and the market rate rent. Funds for Section 8 come from HUD, thus, the agency sets guidelines for fair market rents.

At expiration of Section 8 contracts, the owners have the option to renew the contracts for the next five years. If the owner does not wish to renew, he/she must file a Notice of Intent at least one year before expiration. Within this one year, HUD may offer incentives such as refinancing the mortgage or allowing higher rents.

The Section 8 subsidies due to expire in 1992 and 1994 are being automatically reviewed by HUD for the next 5-year period, as a matter of practice. This is expected to be the case for both projects, since no notices have been received by the City, County, or HUD.

The market value of these projects or the cost of replacing these units is difficult to determine. The best possible way is to estimate the cost of the site and construction that will be needed to construct the same project in the City. Land in Cudahy costs approximately \$250,000 per half-acre. The Elizabeth Street Apartments is on an acre of land and the Cudahy Garden Apartments is on 3 acres. The cost of construction in 1991 is approximately \$60 per square foot. At an estimated gross floor area of 31,000 square feet, the Elizabeth Street Apartments can be developed for \$2.36 million. And at an estimated gross floor area of 117,000 square feet, the Cudahy Garden Apartments may cost \$8.52 million to build today. The market value of the projects would be slightly less than these

estimates. Preservation is more viable than replacement because it will cost less; will not involve displacement; and will allow continued use of the existing structures.

Resources potentially available for acquiring these projects include redevelopment funds, CDBG monies, City General Fund and bond financing. CDBG funds received by the City total approximately \$1.1 million. The City's General Fund has a balance of approximately \$500,000 after expenses. The Redevelopment Agency has no money in its low and moderate income housing set-aside fund, because, pursuant to the Health and Safety Code, it has not been required to place any monies in that fund. While there is no money in this fund at this time, future funds may become available which can be used to acquire low-income housing projects. To date, the agency's tax increment resources which remain after considering the existing obligations of the agency are insufficient to buy out either of the two projects, even when combined with other resources noted here. These resources are not adequate to buy out any of the two projects. Bonds may be issued by the City, subject to a two-thirds vote.

Cudahy has no housing authority and the Los Angeles County Housing Authority provides services to the City. The financial capacity of the County Housing Authority to preserve Cudahy's subsidized housing projects will be determined in discussions with that agency, to be held as a result of the program in the Housing Element. The Los Angeles County Housing Authority may or may not be in a position to buy out Cudahy projects. The Redevelopment Agency has used tax increment funds to assist in the development of Clara Park Commons in 1987. This project provides 50 senior citizen housing units.

It is in the interest of the City of Cudahy to develop programs for retaining these projects as low-income housing and minimize tenant displacement. These programs may initially include contact with the owners of the projects to determine if they intend to prepay the projects or continue the low-income housing through HUD incentives. If prepayment is contemplated, the City may try to set-aside funds to buy the project or look for a non-profit agency who is willing to take over the project. The tenant association shall also be offered the right of first refusal to buy the property. Otherwise, interested entities may be identified through HCD's list, local advertisements and area non-profit organizations. If the City opts for a more passive involvement in the developments, it could still provide pre-development funds, technical assistance and other forms of incentives to the County, a non-profit agency or other parties interested in maintaining the units for low-income households.

The Clark Park Commons is a 50-unit senior citizen housing project built in 1987. The National Church Residences, a national non-profit agency, owns the project. The Redevelopment Agency provided a land write-down for the project and a \$40,000 loan at no interest to be paid in 40 years. HUD provided funding under Section 202 (Direct Loans for Elderly or Handicapped). The project also has a Section 8 contract. Clara Park

Commons does not have a mortgage prepayment option. Thus, this project is not at risk of conversion at this time.

There are three other publicly-assisted housing projects under construction. They include:

- 13 units at 5133 Santa Ana Street,
- 6 units at 4943 Clara Street, and
- 13 units at 4513 Elizabeth Street.

These projects are being constructed by the California Department of Transportation (CALTRANS) as part of the Century Freeway Relocation Program. These projects will increase the subsidized housing stock to 208 units. No other projects have been constructed in the City with revenue bonds, redevelopment programs, density bonuses and direct government assistance.

Community Services

The Chicano Service Action Center, Inc. (CSAC) is a non-profit corporation providing support and employment training programs in the region. The agency provides training, employment referral, child care, counselling, self-sufficiency programs; temporary housing, and day care. It has a shelter in East Los Angeles at 831 N. Bonnie Beach Place. This facility can hold a maximum of 14 persons. It concentrates on training and employment of its primarily women clients. But it has an East Los Angeles Bilingual shelter for victims of domestic violence. Services at the facility include a hotline, temporary residential facility, counselling, advocacy and referrals to other social services in the community. The CSAC office is located on Pacific Boulevard in Huntington Park.

The Free Spirit Shelter provides a hotline and residential facility to American Indian communities and victims of domestic violence. The shelter program consist of a 6 month stay at a mobile unit for a low fee, counselling, referrals and housing search assistance. Due to the sensitive nature of the service, shelter locations cannot be disclosed.

The Human Services Association (HSA) is an outreach service of the Presbyterian Church for the City of Bell Gardens. It is partly funded by the LA County Area Agency on Aging through the Older Americans Act of 1965, as amended. It now serves southeast Los Angeles with offices at Florence Avenue in Bell Gardens and is non-sectarian. Services include emergency food, clothing locker, and motel vouchers. It has welfare counselling, advocacy and referral services. It meets needs of low income families in Southeast LA. It

has programs for alcoholics, handicapped children, senior citizen support services, transportation, registry for home chore workers and seniors, telephone reassurance, senior citizen day care and nutrition programs. As part of the Older Americans Act, HSA provides the congregate Meal program monthly at 5 locations in the area. These are the Albert Little Community Center in Artesia, Simms Park in Bellflower, Senior Center in Bell Gardens, Senior Center in Commerce and Rio San Gabriel Park in Downey. Meals may also be delivered to inbound senior citizens.

In its own effort to help residents, the City of Cudahy has a monthly food distribution program for low income households. The bags that are handed out contain USDA commodities and food staples such as canned goods, peanut butter, bread, flour and butter.

Fair Housing Council of Long Beach is contracted by the City to promote equal access to housing and prevent discrimination. The Council is a private agency funded by federal grants and private donations. Its services include housing discrimination, landlord/tenant conflicts, education and community outreach, and spanish speaking counsellors. All services offered are free for residents of Cudahy. This year to date, the council has assisted 161 residents and landlords with information and referrals to resolve their housing concerns.

Maravilla is a county-funded non-profit agency which provides services to low income households in terms of home weatherization, installation of water-saving appliances, heater repair and even payment of utility bills. Maravilla works with the Southern California Gas Company, the Southern California Edison Company and local utility companies in provided this free service to households in need.

CONSTRAINTS TO HOUSING PRODUCTION

Constraints to the provision of adequate and affordable housing are posed by governmental, economic and physical factors. These factors increase housing costs and result in units that are not affordable to lower income households in the City or lead to the neglect and deterioration of the housing stock and the living environment. Constraints to housing production significantly impact lower income households and those with special needs.

Governmental Constraints

Governmental actions which discourage housing construction or indirectly increase housing costs serve as constraints to adequately meeting the housing needs of the City. The identification of factors which may serve as governmental constraints will lead to positive changes in the City in order to encourage residential construction and affordable units.

Land Use Controls. The zoning ordinance regulates where residential uses may or may not be constructed. In Cudahy, almost 60 percent of the City is zoned for residential use. There are three residential zones: Single-Family Residential (R-1), Light Multiple Residential (R-2) and Medium Multiple Residential (R-3). The existing zoning map shows that approximately 35.0 acres of land are zoned as Single-Family Residential and 416.0 acres as Medium Multiple Residential. There is no land zoned Light Multiple Residential Zone.

Table 3-20 provides an acreage breakdown of the different zoning categories.

TABLE 3-20 BREAKDOWN OF EXISTING ZONING CATEGORIES			
Zoning Category	Acreage	Percent*	Housing Capacity
Single Family Residential (R-1)	35.0	5.1%	315 units
Light Multiple Residential (R-2)	0.0	0.0%	0 units
Medium Multiple Residential (R-3)	416.0	60.8%	4,576 units
Neighborhood Commercial (C-1)	4.1	0.6%	--
Medium Commercial (C-3)	1.4	0.2%	--
Commercial Manufacturing (C-M)	54.7	8.0%	--
Manufacturing and Industrial (M-2)	80.7	11.8%	--
Buffer (B)	0.1	.01%	--
Streets	92.3	13.5%	--
Total	684.3	100.0%	4,891 units
* Total may not tally due to rounding off. Source: Cudahy Zoning Map; David Evans and Associates, 1991.			

Buildout capacity of the zoning map is 4,891 units. As of January 1990, there were more dwelling units (5,416 units according to the US Census) than the buildout capacity. This is because the lack of land has led to residential developments in areas zoned for commercial and industrial use. The City's 14 mobile home parks with 345 units are located within commercial and industrial areas. Multi-family and single-family residential uses are also located on commercial areas at street intersections and near the Atlantic Boulevard commercial corridor. Hotels and motels in the City have been used as permanent dwelling units. Thus, the City's zoning map has not limited residential development to the residential zones.

The mobile home parks within the commercial and industrial zones were considered non-conforming uses in the past. The permits for these parks were due to expire in August 1991. In early 1991, the City Council designated these trailer parks as permanent residential developments subject to a Conditional Use Permit. Thus, the residential capacity of the City has increased by 418 units.

Condominium conversions in the City have not occurred. Thus, no loss of rental and affordable units have been due to condominium conversion. Second units are allowed in all residential zones in Cudahy. They are limited to one detached second unit per lot with a minimum lot size of 5,000 square feet. Standards for second units also include a floor area ranging from 400 to 600 square feet, a least one additional parking space, and the same development regulations for the lot where it will be located.

Codes and Enforcement. Cudahy uses the Uniform Building Code, Uniform Plumbing Code, Uniform Fire Code and Mechanical Code and the 1990 National Electric Code, Title 24 and 35 of the State Energy and Insulation Regulations and the Handicap Persons Standards for new development. These codes promote public health and safety and ensure the construction of safe and decent housing in the City.

On and Off-site Improvements. Development standards for dwelling units influence the cost of housing. The zoning ordinance regulates yard setbacks, minimum lot sizes, maximum density and unit size that add to building costs. The Single-Family Residential Zone requires a minimum lot area of 5,000 square feet and 2,500 square feet per dwelling unit. Lot widths of 50 to 100 feet are required depending on lot size. Five feet wide side and rear yards are also required. Seventy square feet of open space should be provided for each unit in the zone. Maximum height is set at two stories or 25 feet, whichever is less. A minimum floor area of 1,110 square feet is required for each dwelling unit. At least two parking spaces per unit shall be provided.

The Light Multiple Residential and the Medium Multiple Residential Zones require a minimum lot size of 6,000 square feet. Lot width and setback requirements are similar to those required in the Single-Family Residential Zone. Light Multiple Residential Zone requires 700 square feet of open space per unit and the Medium Multiple Residential Zone requires 1,000 to 1,500 square feet of open space per unit. Height limits are set at two stories or 35 feet for both zones. Also, two parking spaces are required per unit. The parking requirements of Cudahy are similar to those of many cities in the County. They are not considered constraints to housing production and although they may add to housing costs, they cannot be reduced without detrimental effects on the City's residential neighborhoods. The reduction of required parking spaces will lead to driveway or on-street parking, which would add to street congestion and create safety concerns for residents and

drivers. open space and yard requirements are also necessary for fire control and natural ventilation.

Development regulations coupled with the narrow and deep lots in Cudahy have led to the development of low structures, often as a strip of units on a lot. Rigid regulations can stifle creativity and serve as a cookie cutter for housing development. The unique characteristics of each lot and development should be considered against the standards of development in order to eliminate hardship and encourage desirable developments. Variances, density bonuses, and incentives help accommodate the needs of both developers and residents. The City has developed an overlay zone and allows planned unit developments but these have not been utilized by area developers.

Fees and Exactions. City fees offset the cost of reviewing proposed developments for compliance with City regulations and ordinances. The schedule of planning and development fees is provided in Table 3-21.

TABLE 3-21 PLANNING AND REDEVELOPMENT FEE SCHEDULE	
Type of Application	Fee
Minor Variance Consideration	\$ 250.00
CUP/Variance Consideration	\$ 700.00
Zone Change Consideration	
Initial Deposit	\$1,500.00
Actual hours charged against deposit per hour	\$ 30.00
Sign Review	
Temporary 30 days max.	\$ 60.00
Permanent	\$ 200.00
Environmental Review	
Negative Declaration & Exemption	
Applicable for Zones	
R-1, R-3, C-1	\$ 75.00
C-M, M-2, C-3	\$ 150.00
Preliminary Project Review	\$ 300.00
Billable 1/4 hour increments, 1/2 hr. minimum per hour	\$ 30.00
Subdivision Map Review	
Initial deposit	\$1,500.00
Actual hours charged against deposit per hour	\$ 41.50

TABLE 3-21
PLANNING AND REDEVELOPMENT FEE SCHEDULE

Type of Application	Fee
Tentative Map Consideration	
Initial Deposit	\$ 700.00
Actual hours charged against deposit per hour	\$ 30.00
Development & Appeal Processing	
Administrative Appeal	\$ 30.00
Planning Commission Appeal	\$ 400.00
City Council Appeal	\$ 400.00
Source: City of Cudahy, 1991.	

TABLE 3-22
DEVELOPMENT FEES

Type of Application	Huntington Park	Bell	South Gate	Maywood	Commerce	Bell Gardens	Los Angeles City	Los Angeles County
Zone Change/Reclassification	\$400	\$450	\$580	\$350	\$500	\$295	\$1,547	\$3,235
Variance	\$400	\$450	\$320	\$350	\$300	\$206	\$2,355 w/o hearing; \$3,183 w/hearing	\$2,285
Conditional Use Permit	\$400	\$450	\$320	\$350	\$400	\$206	\$2,241	\$2,285
Site Plan Review	\$100	\$350	\$1,300	\$250	\$0	\$25	\$326	\$280
Rehearing or Appeal	No Fee	\$175	No Fee	No Fee	\$50	No Fee	50% of filing fee or \$65 if aggrieved party	No Fee
Subdivision/Tentative Tract	\$400	\$300 + \$50/hr	\$920 + \$25/hr	\$1,000 + \$30 for 1-25 lots + \$15 for 26-50 lots + \$7 for 51-100 lots + \$4 in excess of 100 lots	\$100	\$50 + \$8/lot for 1-25 lots + \$6/lot for 26-75 lots + \$1/lot for lots over 100	\$1,838 + \$62/unit; (\$4,026 max) for condos; \$31/lot or \$156/acre whichever is greater for residential lots +2% service fee	\$2,510 for lots 1-10 + \$6/lot for 11-25 lots + \$30/lot for 26-50 lots + \$12/lot for lots over 50

Comparison with neighboring cities show that fees in Cudahy are higher than most neighboring cities but lower than fees charge by the City of Los Angeles and the County of Los Angeles (see Table 3-22). This may be adding to the cost of housing and rents in the City.

Residential construction also involves the payment of several city fees. Building permits and plan check fees are based on building valuation. Fire department fees, impact fees, Quimby fees, sewer and other utility connection fees add to increasing construction costs for residential projects. State law forbids the charging of fees in excess of the amount required to recover the costs associated with processing applications. As such, City processing fees reflect the costs incurred. Fee reductions would represent subsidies to development which the City cannot afford.

Processing and Permit Procedures. All residential projects in the City are reviewed by the Planning Commission and the City Council. After submittal of the application, City staff reviews the application for compliance with city codes and schedules it for the next Planning Commission meeting. After the recommendations of the Commission, the applicant revises the plans and is scheduled for the next City Council meeting.

Approval by the City Council allows the applicant to go through the plan check process and obtain a building permit. This process takes only 3 months with a maximum of 6 months if substantial changes are needed on the proposed plans.

Permit fees are paid at the time of application with the Planning Department and during the plan check process and building permit approval. Fees and lengthy processing times discourage construction by increasing the time and costs associated with gaining permit approval. This is money paid by the developer which are often passed on to the renter or buyer. Subdivision approvals, sewer permits, occupancy permits, and other city requirements add to the total time frame of project construction.

A moratorium on new development in the R-3 zone has been in effect since July 1990 and will continue until June 1992. The City is trying to find ways of limiting overcrowded conditions and high density developments through standards that encourage higher quality projects and improvements to the living environment. The City may repeal the moratorium prior to June 1992, if adequate development standards for the R-3 zone are developed before then. The development of design standards prior to June 1992, will allow the City to repeal the moratorium before it expires. If no standards are developed by then, the moratorium will expire on its own force on June 3, 1992.

Constraints to Lower Income Housing. Affordable housing is even more difficult to develop than market rate units. The limited availability of Federal and State subsidy funds serve as a hindrance to the provision of affordable housing units. More stringent construction wage standards for federal housing programs also discourage construction under these programs.

The limit of \$740 per unit on the amount spent to provide handicap access does not ensure that all units are accessible to handicapped persons. It is more expensive to modify older units to accommodate ramps, widened doorways, elevator shafts and railings than to build these features into new construction.

Economic Constraints

Economic constraints to housing production include the availability of financing loans, land prices and the cost of construction. Energy costs and conservation is discussed as an issue that affects housing design and maintenance costs.

Housing and Construction Loans. Financing loans for the purchase of homes have interest rates ranging from 6 to 12 percent for a 30-year loan. Interest rates have been decreasing in recent months with changes in the national economy. This decrease has been advantageous for households who buy at the time when rates are down. Increased rates create differences in the monthly mortgage payment by as much as a few hundred dollars for each interest point.

Construction loans currently range from 10 to 12 percent. These rates affect the market rents for multi-family projects and the cost of construction. The approval of loans has generally been based on the economic feasibility of a project and the stability of the development company. No redlining incidents are known.

Construction loans and mortgage loans are often critical factors in the development of affordable housing. While most private lending institutions provided this service, government entities have taken active roles in providing financing programs for residential development. Federal, state and local agencies offer a variety of programs which provide funds for housing construction and mortgage loans. The presence of low income families in Cudahy makes resident households and housing units eligible for many of the programs offered by federal and state agencies. These programs are summarized in Appendix B.

Land Prices. Land costs make up 10 to 30 percent of housing costs. Land in some areas cost more than others due too available services, neighborhood quality, distance to business and commercial centers and other factors. Because of the limited vacant land, land prices in Cudahy are tied to the cost of developed land. Existing housing units need to be bought

and demolished in order to acquire land for development. Information from area developers place the cost of a half-acre in Cudahy at around \$250,000. These lots can hold up to five dwelling units.

Construction Costs. Construction costs determine the feasibility of building low income housing. Rising energy and labor costs have driven up construction costs in the last decade. This has led to more expensive housing in the region. Average construction costs are \$60 per square foot, with more complex plans at \$65 per square foot. Thus, for a 1,000-square-foot unit, construction costs are about \$60,000; and for a 1,400-square-foot unit, construction costs are \$84,000.

The City's flat topography (lack of topographic/geologic constraints) and proximity to major freeways keep construction costs down compared to those in areas that have rugged terrain, are near earthquake faults or flood hazards, or are far from construction materials sources.

Energy Costs and Conservation. Rising energy costs increase the cost of construction and the maintenance of housing units. While construction activities use gas and electricity for the operation of equipment and facilities, these are short-term uses. The occupancy of the housing unit has a greater energy demand for the long-term. Reducing the need for energy will present long term savings on housing expenditure and the conservation of environmental resources. Opportunities for conservation that may be used during construction include energy-efficient equipment and building orientation and landscaping that takes full advantage of climate and site characteristics.

Dwelling units can minimize energy use through the installation of extra insulation, passive solar systems, use of gas instead of electricity, fluorescent lighting and other technologies. This would increase the initial building costs and keep housing beyond the affordability of lower income households.

The Southern California Gas Company offers home weatherization improvements at no cost to low income customers. These energy saving measures include attic insulation, weather striping, caulking, water heater insulation blankets, hot water saving showerheads, heating and cooling duct insulation, and limited repairs to make a housing unit energy-efficient.

Energy conservation practices may be used by households to reduce their energy bills. They include adjustments in heating demands, laundry and cooking practices and other measures that reduce the use of gas and electricity.

Physical Constraints

The major physical constraints to housing development include the availability of land and the capacity of existing infrastructure. Both factors serve to limit housing stock growth in the City.

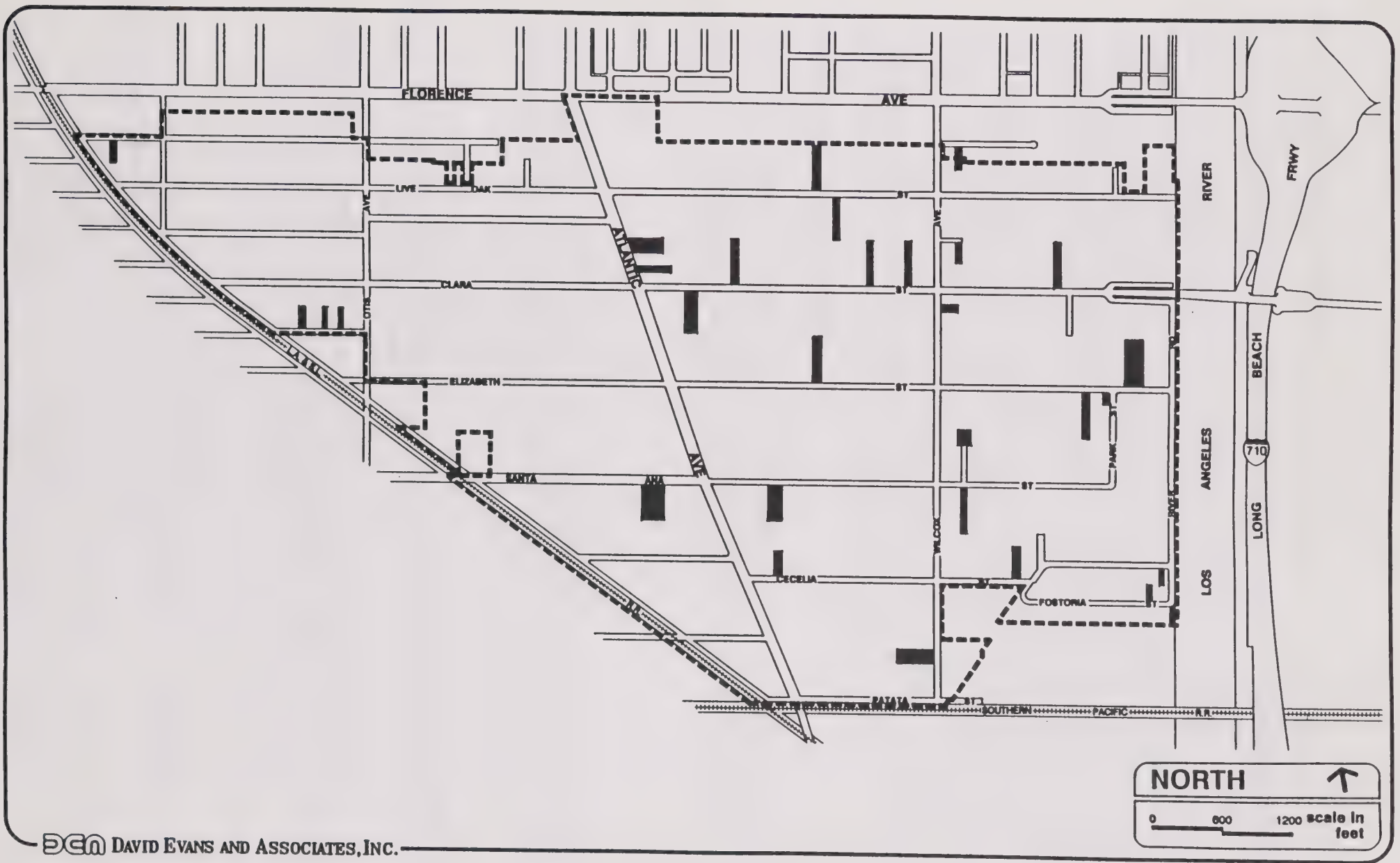
Land. The biggest constraint to the development of new housing units in Cudahy is the availability of vacant land for residential development. The scarcity of land for development leads to a shortfall in housing units to accommodate all residents and a subsequent increase in home prices and rents.

The lots in the City were subdivided initially as agricultural and single family lots approximately 105 feet wide by 387 feet deep. Urbanization of the area has led to further subdivision into 52.5 feet wide and 387 feet deep lots. The lack of available residential land has led to the recycling of these lots to accommodate more units. With deep and narrow lots, strip detached and attached units have been the most common development.

Vacant lots would be the primary location for new residential development. Under-utilized sites can also hold additional units. Units in major disrepair should be subject to recycling and redevelopment through private or public investments. Because of the City's concern for strip development, plan review should be made before approval of land recycling or redevelopment.

Vacant land in the City are shown in Exhibit 3-12. They consist of 34 lots with a total area of approximately 13.2 acres with 11.5 acres zoned as residential. These lots can hold up to 142 new units or 124 units on residential land. Without much vacant land, the City's housing stock has increased through second units, the subdivision of large lots, and the construction of units at maximum density. Six of the lots are zoned R-1, two are Commercial-Manufacturing lots along Atlantic Avenue, two are Manufacturing lots, and the remaining 24 lots are in the R-3 zone. The six R-1 lots cover 0.80 acre and can hold 6 units. These lots may accommodate another 6 second units. The R-3 lots cover 10.74 acres and can hold 118 units. Owner-occupied and rental multi-family housing is permitted by right in the R-3 zone. The commercial and industrial lots cover 1.65 acres and are not suitable for residential development but may be used for emergency shelters or SRO hotels.

The zone change of lower density areas for high density residential uses or the construction of multi-family projects in commercial zones can further increase the housing stock. This may not be advisable considering that the majority of the City is already zoned for high density residential development and most commercial areas are developed. Further



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increases in density will limit the variety of housing types by encouraging multi-family projects and will undermine efforts to meet the demand for upper-income housing.

Infrastructure Capacity. The capacity of existing infrastructure and services to handle future increase in population presents an important constraint to housing development. Schools in the area are overcrowded. Streets are operating at LOS E during peak hours and water, sewer, electric demands can not be met by infrastructure built over 30 years ago. Although these deficiencies may be mitigated by improvements and upgrading projects, the City has limited financial resources to implement them. The improvements to existing infrastructure required to permit an increase in the City's density standards cannot realistically be expected prior to mid-1994. Also, it may be infeasible to remove some infrastructure constraints, such as those concerning circulation. Public services and infrastructure are discussed in the Land Use Element Profile Report. As programs in the Land Use Element, the City coordinates the provision of the necessary public services and reviews adequacy of services and infrastructure prior to new development. New developments are generally required to upgrade infrastructure where needed, as part of a proposed project.

SUMMARY OF HOUSING NEEDS

The housing demand in Cudahy is directly related to the number of residents and the types of households in the City. As provided by the discussion on population and households characteristics, Cudahy has a unique population which require housing other than conventional market rate units.

Affordability

A major housing problem in Cudahy is housing affordability. The City of Cudahy is currently within the very low income category. This means that households do not have the resources to pay for market rate housing. With limited and low incomes, households are likely to rent smaller, less equipped, or older units which command lower rents.

The City should exhaust all means to develop low income housing, lessen overpayment and provide housing assistance to residents. This will address the needs of elderly, female-headed, and other overpaying households.

Aside from housing affordability, the City has other special housing needs. They include large units for large households and those with school age children, units accessible to the handicapped, low income units at risk of conversion and equal access to housing.

Maintenance

Housing maintenance is another issue that concerns the City. With the age of the majority of housing units, maintenance and rehabilitation efforts are needed at this time. Since households in Cudahy are primarily renters, housing maintenance takes on a different dimension. Homeowners are more likely to spend for maintenance than renters. Low-income households are unlikely to spend any more money for housing costs.

Housing Development

The growth of the population in the City has not been matched by the growth in housing stock. While the garage conversions and back units have tried to accommodate the demand for housing in the area, it would be appropriate to encourage the development of housing in the more conventional way. The population growth of the City is likely to slow down with the lack of vacant land. But the City still needs to plan for housing the future population. Otherwise, the current housing problems of overcrowding, garage conversions, homelessness and overpayment will exacerbate.

Additional units needed to raise the vacancy rate should be planned in future housing development. This will help lower rents and provide suitable housing for households.

Housing Conversion

The increasing trend toward the demolition of dwelling units on large lots to accommodate more single family units or multi-family developments will continue as long as the demand for housing is unmet and lots are under-utilized. Older units provide a source of affordable housing. Their replacement with new units will be accompanied by the loss of affordable housing in place of higher housing costs and rents. Garage conversions and hotel and motels should be monitored to ensure that safe and decent living conditions are maintained.

Evaluation of Past Element

The Housing Element of the City of Cudahy was adopted in 1977. The current Housing Element of the City of Cudahy contains 6 goals on housing availability, affordability, suitability, community development, accessibility, and environmental conservation. The City has been trying to increase the local housing supply, reduce the cost of housing, rehabilitate the existing stock, and provide support services, equal access and opportunities for the conservation of the housing stock. While these goals remain appropriate to address the City's housing concerns, the City has elected to restate its housing goals and policies as part of the comprehensive General Plan update.

The existing goals and corresponding programs in the Cudahy Housing Element are listed below. No quantified objectives were identified. Thus, programs and goals can only be evaluated qualitatively. Discussion of the different programs follow.

Goal 1: To increase the availability of an adequate housing supply (ownership and rental) and choice of housing opportunities, through private investment and where necessary through public actions and financing.

Corresponding Programs: Redevelopment Program
 Federal Assistance and Subsidy Programs

Goal 2: To reduce the cost of housing and shelter by all possible means for all segments of the community.

Corresponding Programs: Section 8 Housing
 Federal Assistance and Subsidy Programs

Goal 3: To support and provide incentives for maintenance and rehabilitation of the existing housing stock, in order to assure a healthful and safe living environment.

Corresponding Programs: Housing Rehabilitation Loan Program
 Code Enforcement Program

Goal 4: To provide for the development of a strong community and the integration of housing with sound and adequate employment, services and community facilities.

Corresponding Programs: Redevelopment Program
 Citizen Participation

Goal 5: To provide equal access and opportunity for all housing; without discrimination and with equitable treatment.

Corresponding Programs: Section 8 Housing
 Federal Assistance and Subsidy Programs

Goal 6: To provide opportunities for the conservation of older residential neighborhoods and the recycling of blighted residential neighborhoods to attractive housing areas consistent with the environmental policies of the state.

Corresponding Programs: Housing Rehabilitation Loan Program

Rehabilitation Loan Program

Existing housing programs designed to meet the City's goals include a Rehabilitation Loan Program. The program has provided loans to households resulting in the conservation of

92 single-family homes and 347 rental units in multi-family developments since 1975. This program has helped both rental and owner-occupied housing units and rehabilitation loans will continue to be provided to the extent of available funds.

Code Enforcement

Code enforcement has also been identified as a way of monitoring property maintenance and the deterioration of housing conditions. The City's code enforcement program has been expanded recently to have 2 enforcement officers instead of one. This has led to better maintenance practices throughout the City. Code enforcement continues to be an effective tool for identifying substandard housing conditions in the City. This program has led to more stringent standards for hotels and motels in the City and the identification of illegal garage conversions. It shall be a continuing program in the City's effort to maintain suitable and safe living conditions.

Section 8 Housing

The City of Cudahy has 132 households currently receiving Section 8 Federally Subsidized Housing Assistance. The Los Angeles County Housing Authority administers this program. There are applications from Cudahy residents for this subsidy that cannot be granted by the Housing Authority at this time. Decreased funding from federal programs has limited participation in this program.

Public Participation

Public participation programs have encouraged citizen input at City programs through published meetings and hearings. Public review periods have allowed the City to get comments and suggestions periodically from the general public. Notices for all public hearings are published two weeks prior to the meeting date, to allow residents to plan on attending and to provide time for information exchange. The meetings are also published in the City newsletter in both English and Spanish, in order to reach a larger audience.

Federal Assistance and Subsidy Programs

A number of federal programs have helped Cudahy residents. They include the Section 8 Housing Voucher programs, housing construction loan programs and the Community Development Block Grant program. The Community Development Block Grant (CDBG) Program by the Department of Housing and Urban Development (HUD) has allowed the City to upgrade and maintain housing quality in the City. Cudahy has invested over \$4 million in residential neighborhoods through this program. The City's Home Improvement

Program is funded by CDBG monies and provides rebates, below market rate loans, deferred loans, grants, and emergency grants.

The program provides grants of up to \$7,000 and rebates for landlords of \$10,000 and for homeowners of up to \$7,000. Deferred loans are granted for a maximum amount of \$30,000. The program is also available for owners who want to correct code violations and health and safety concerns to meet City standards. Housing rehabilitation efforts with CDBG funds have led to the rehabilitation of 18 homes in the past year. The City anticipates helping another 18 households in the next year.

The use of federal and state funds is constantly pursued by the City for projects that would benefit Cudahy residents. But the City's participation in these programs is constrained by their funding availability.

In 1987, the Clara Park Commons was built with HUD Section 202 loans. It provides 50 senior citizen housing units and increased the subsidized housing stock to 176 units. The California Department of Transportation is also in the process of completing 32 housing units to replace residences lost to the Century Freeway construction.

The City sponsors a monthly food drive for low income households in Cudahy. The program distributes staples and USDA commodities to approximately 350 households every month. This is funded by the Community Development Block Grant (CDBG) funds in cooperation with the Human Services Association (HSA). Also, a senior citizen nutrition program is offered at the Leo P. Turner Center. Lunch is provided to all senior citizens Mondays to Fridays. Approximately 80 persons are served every day. This program is funded by the CDBG, Older Americans Act, USDA and other non-profit agencies in the area.

Redevelopment Program

The Cudahy Redevelopment Plan was established in 1977 to help improve the physical and economic conditions in the City. Various (redevelopment programs have helped meet the housing needs of the City.) Redevelopment programs have helped meet the housing needs of the City. The City's only Redevelopment Project Area covers approximately 329.8 acres. It was established primarily to remove blight, develop affordable housing and increase the housing stock. Redevelopment projects have included the installation, construction, and reconstruction of streets, utilities and other public improvements (sewer lines and storm drainage); rehabilitation and development of low and moderate income housing; rehabilitation of industrial and business structures; and revitalization and upgrade of existing developments. These programs help increase sales taxes and revenues in the City, promote

aesthetic and environmental considerations and remove dilapidated structures. A large area within the Redevelopment Project area is devoted for residential uses. The City Redevelopment Agency has helped bring about the construction of the senior citizen housing project "Clara Park Commons" beside the Clara Street Park.

These programs shall be continued into the next planning period as part of the City's efforts to provide affordable and adequate housing in Cudahy. A summary of past accomplishments is provided in Table 3-23.

TABLE 3-23 PAST ACCOMPLISHMENTS			
Housing Production	1980 - 1984	1984 - 1989	Net Gain
Increase in Housing Stock	242 units	153 new units	395 units
Identified Housing Program	Household Income Category		
	Low and Very Low	Moderate	High
Redevelopment (Clara Park Commons)	50 units		
Federal Assistance and Subsidy			
Senior Nutrition	80 persons/day		
Food Drive	350 households/month		
Clara Park Commons	(50 units)		
Section 8 Housing	132 households		
Housing Rehabilitation Loan Program	347 renters	92 owners	
Code Enforcement	yes	yes	yes
Citizen Participation	yes	yes	yes
Clara Park Commons is entered twice since it used redevelopment funds, as well as federal loans for construction.			
Section 8 may also be assisting moderate income households, but no specific data is available.			
Housing Rehabilitation is assumed to be helping all lower income renter households and moderate income owner households. Higher income households are not expected to be eligible for this program.			

The City's housing programs have primarily assisted lower income households. This is due in part to the restrictions on the programs and to the City's low income household majority. Cudahy is believed to have become a very low income neighborhood since 1980. Thus, there is a pressing need to expand housing programs in the City to assist the maximum number of residents with their housing needs. A number of other programs have been established in the City since the Housing Element was adopted. They are identified as ongoing programs in the revised Housing Element.

SECTION 4: TRANSPORTATION ELEMENT PROFILE REPORT

INTRODUCTION

The Transportation/Element Profile Report provides an overview of the City's street system, circulation patterns, and traffic-related issues. It discusses the different streets in the City and provides roadway capacity and daily traffic volumes. Alternative modes of transportation are also addressed in this report. Traffic accidents citywide are identified to show where road safety needs to be emphasized.

EXISTING CIRCULATION SYSTEM

The City of Cudahy is located within a highly urbanized area with an established system of streets and highways. The City is 8 miles southeast of downtown Los Angeles and 20 miles north of Long Beach. The Long Beach Freeway is just east of the City and the Santa Ana Freeway is 4 miles further east. The Harbor Freeway is approximately 5 miles west of the City. Major roadways in and near the City include Atlantic Avenue, Eastern Avenue, Alameda Street, Firestone Boulevard, Florence Avenue, Gage Avenue and Slauson Avenue. This provides Cudahy with excellent access to all parts of the region.

Regional Access

Regional access to the City is provided by the Long Beach Freeway (State Route 710) which parallels the City's eastern border and the Los Angeles River. The freeway has 4 travel lanes in each direction and carried approximately 204,000 vehicles per day in 1990. Access to the freeway is provided by Florence Avenue (north of Cudahy) and Firestone Boulevard (south of Cudahy), both of which are major arterials located outside the City. Access to Florence Avenue is provided by Wilcox Avenue and Atlantic Avenue and access to Firestone Boulevard is provided by Atlantic Avenue.

Aside from Cudahy, Florence Avenue is a major access point to the Long Beach Freeway for the neighboring communities of Downey, Bell and Bell Gardens. With local access to the freeway dependent on Florence Avenue, the traffic during peak hours is generally heavy and congested.

Recent state legislation requires the preparation of a Congestion Management Plan (CMP) for Los Angeles County. The CMP is intended to make cities responsible for the regional traffic impacts of their land use decisions. Compliance with the standards outlined in the CMP will allow cities to continue receiving gas tax monies from the State. The Draft CMP has been completed by the Los Angeles County Transportation Commission (LACTC). The Congestion Management System outlined in the Draft Congestion Management Program

(CMP) prepared by the Los Angeles County Transportation Commission (LACTC) includes the Long Beach Freeway into the CMP highway system.

Local Circulation

The backbone transportation system in the City is defined by Atlantic Avenue, which is a major north/south through street in the City. Other north/south roadways include Salt Lake Avenue, Wilcox Avenue, and Otis Avenue which provide access to neighboring cities. Clara Street and Santa Ana Street are two primary east/west roadways. Aside from Atlantic Avenue and Santa Ana Street (west of Atlantic Avenue), all streets in the City are two-lane roads. Street parking is allowed at most mid-block locations. The City's roadway system is shown in Exhibit 4-1. Roadways are classified into three categories: Major highways, secondary highways, and local streets. These roadways are described below.

Major Highways

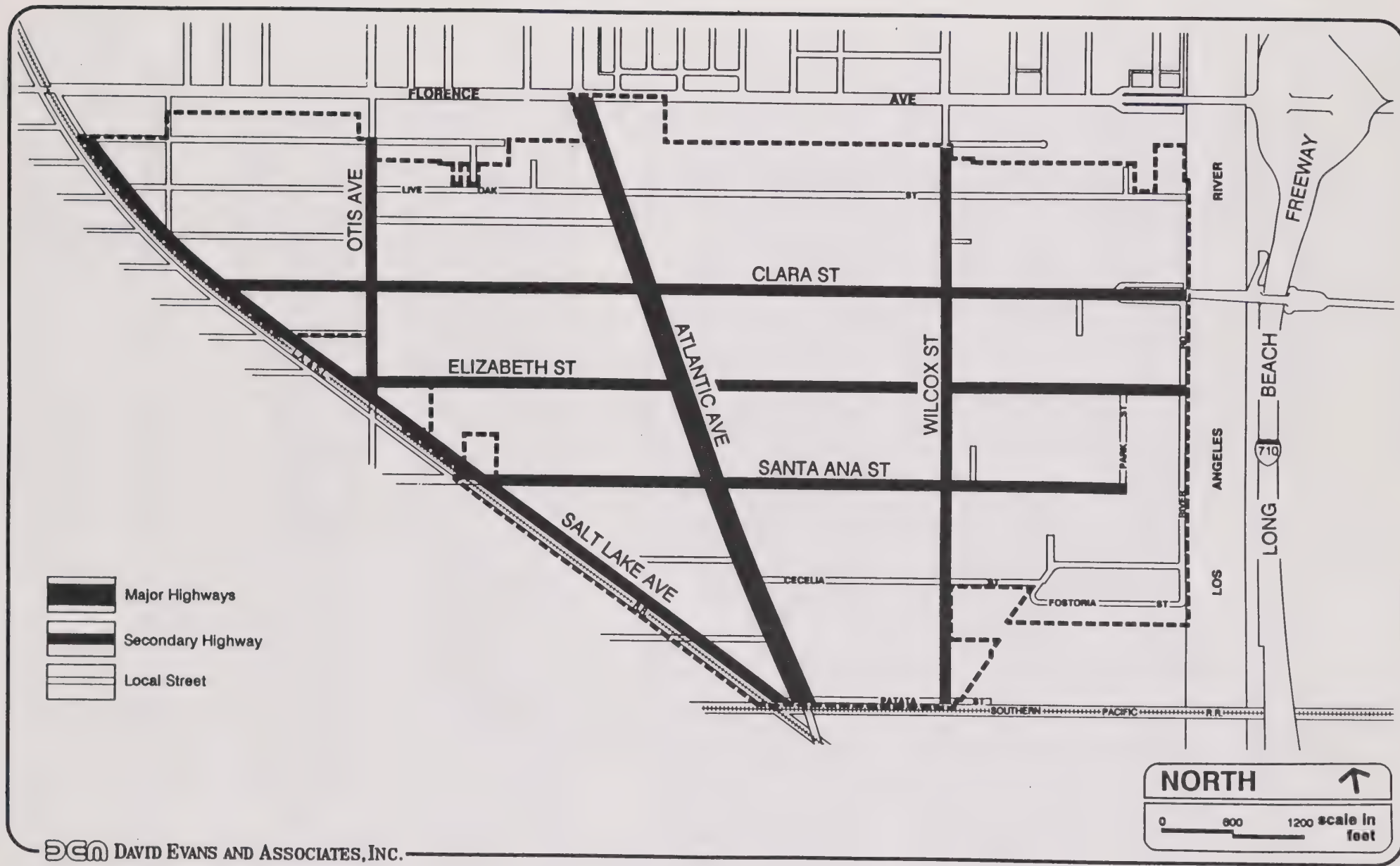
Major highways are designed to move large volumes of traffic through the community to other major arterial roadways or freeways. They permit through traffic to flow in and out of the City. Atlantic Avenue is the only major highway in Cudahy.

Atlantic Avenue runs from north to south and provides through access to the City. It is 90 feet wide with two travel lanes provided in each direction and left-turn pockets at major intersections. Parking is permitted on both sides of the street. Commercial uses front the majority of its length, with industrial activities concentrated on the southern section of Cudahy. The current traffic volumes are approximately 27,000 vehicles per day.

Secondary Highways

Secondary highways move traffic from local streets to major highways. They keep through traffic off the local streets and out of residential areas. Otis Avenue, Salt Lake Avenue, Wilcox Avenue, Clara Street, and Santa Ana Street are classified as secondary highways.

Santa Ana Street runs in an east-west direction through the City. It is 80 feet wide west of Atlantic Avenue where it has 2 lanes in each direction and narrows to 50 feet wide east of Atlantic Avenue with one lane in each direction. The roadway crosses Salt Lake Avenue and the railroad tracks and goes west into adjacent cities. On the east, it ends at Park Avenue in front of the Cudahy City Hall. Residential development is located along the entire length of the street within Cudahy. Cudahy City Hall and Library, Cudahy Park, and Park Avenue Elementary School are located



at the easterly terminus. The existing traffic volumes are approximately 7,500 vehicles per day.

Otis Avenue is a secondary highway passing through the City. It is 50 feet wide with one lane in each direction. Most of the developments along this street are residential although there are a few commercial uses at intersections. Current traffic volumes are approximately 10,500 vehicles per day.

Wilcox Avenue is a north-south secondary highway terminating at Patata Street on the south and continuing into the City of Bell on the north. The roadway is 50 feet wide with one lane in each direction. Street front development is primarily residential with some commercial uses at intersections. South of Cecelia Street, developments are mainly industrial. The roadway carries from 13,600 vehicles per day at the northerly end to 3,100 vehicles per day at the southern end.

Salt Lake Avenue is a secondary highway which runs along the western City boundary in a northwest-southeast direction. It is divided by the Union Pacific Railroad tracks with the road (40 feet wide with one lane in each direction) on each side of the tracks. The roadway east of the tracks serves the City and truck traffic from nearby industrial sites. It provides access to adjacent cities on the north but turns into Patata Street on the south which intersects with Atlantic Avenue. Residential developments front Salt Lake Avenue at the north end of the City with industrial uses are found on the southern end. The traffic volume varies from approximately 9,700 vehicles per day at the northerly end to 12,100 vehicles per day at the southerly end.

Clara Street is the only street within Cudahy to cross the Los Angeles River, although no connection to the freeway is provided. Clara Street is 60 feet wide with one lane in each direction. The street widens just before the Los Angeles River where it forks to a dead-end street on the north, into the City of Bell Gardens straight east and connects to River Road on the south. The traffic volume is approximately 13,500 vehicles per day east of Atlantic Avenue and 8,800 vehicles per day west of Atlantic Avenue.

Elizabeth Street is a 50-foot wide secondary highway serving a primarily residential area. The street runs from east to west and ends within the City limits. It has one lane in each direction. There is a public elementary school on Elizabeth Street between Atlantic Avenue and Wilcox Avenue. The existing traffic volumes average 4,250 vehicles per day.

Local Streets

Local streets provide access to individual parcels. They generally have one travel lane in each direction with on-street parking permitted on both sides of the street. The majority of the streets in Cudahy are local streets with widths from 40 to 60 feet.

Patata Street is a local street serving an industrial area adjacent to the Southern Pacific railroad tracks. It is 50 feet wide with one lane in each direction. It ends at Wilcox Avenue on the east and Salt Lake Avenue on the west. Traffic volumes are approximately 4,700 vehicles per day.

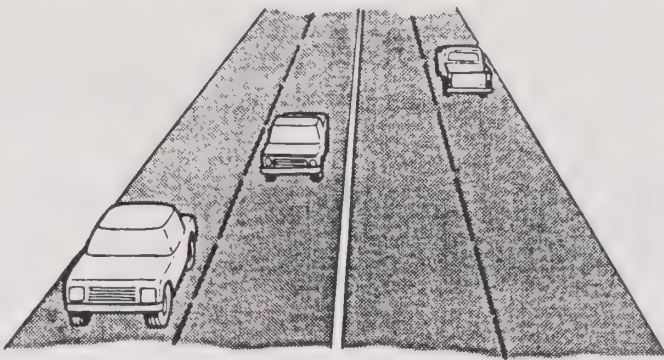
Other local streets in Cudahy are: Alamo Avenue, Ardine Street, Bear Street, Cecelia Street, Clarkson Street, Crafton Avenue, Ferndale Avenue, Flora Avenue, Flower Street, Fostoria Street, Hartle Avenue, Live Oak Street, Olive Street, Park Street, River Road, Walnut Street, and Walker Avenue. These streets primarily serve the City's residential areas.

EXISTING TRAFFIC CONDITIONS

The existing traffic volumes of streets in Cudahy are generally stable with occasional congestion. The heaviest traffic in the City occurs during the afternoon peak period from 3:30 PM to 6:00 PM. Truck traffic is concentrated on Atlantic Avenue and Salt Lake Avenue.

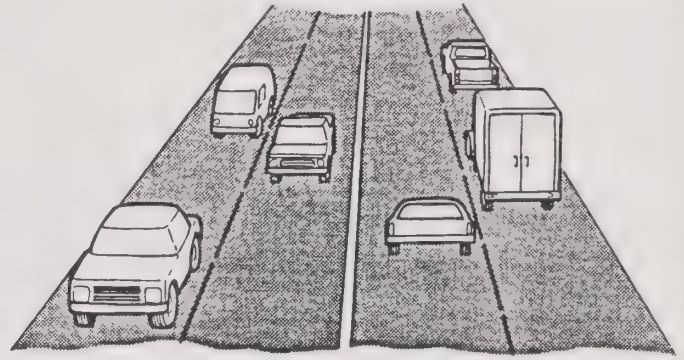
Levels of Service

A roadway's ability to handle current traffic loads can be described in terms of volume/capacity (V/C) ratio and level of service (LOS). The volume-capacity ratio is the ratio of current traffic volumes to the roadway's design capacity. The LOS is a qualitative measure of traffic flow. The V/C ratio ranges can be used to describe actual traffic operating conditions as outlined in Table 4-1 and Exhibit 4-2. For example, a road with a design capacity of 24,000 vehicles per day and carrying 20,000 vehicles per day has a volume/capacity ratio of 20,000/24,000 or 0.83. A volume/capacity ratio of 0.83 corresponds to LOS D, which is characterized by unstable traffic flows.



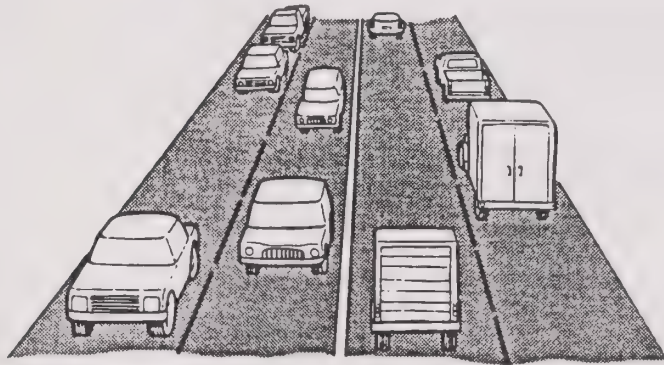
Level of Service A

Free flow in which there is little or no restriction on speed or maneuverability.



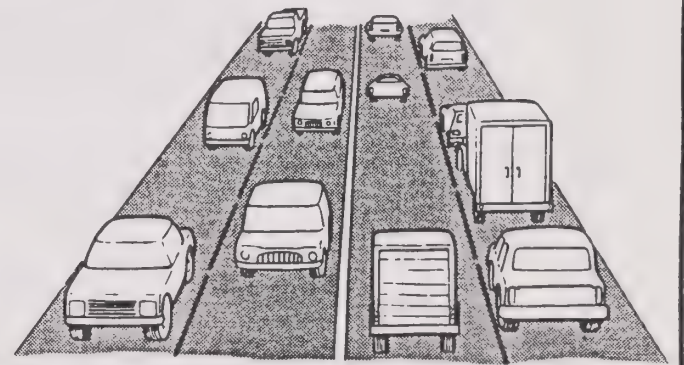
Level of Service B

Stable flow though operating speed is beginning to be restricted by other traffic.



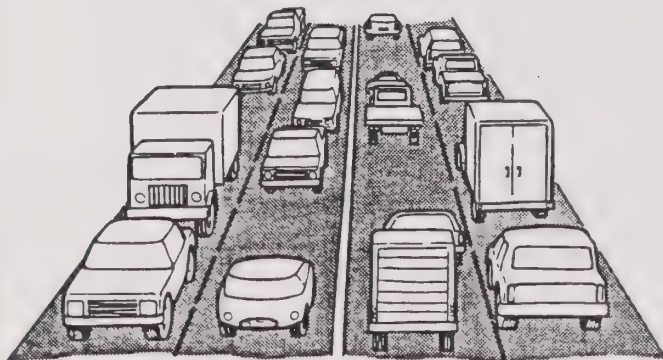
Level of Service C

Stable flow though drivers are becoming restricted in their freedom to select speed, change lanes or pass.



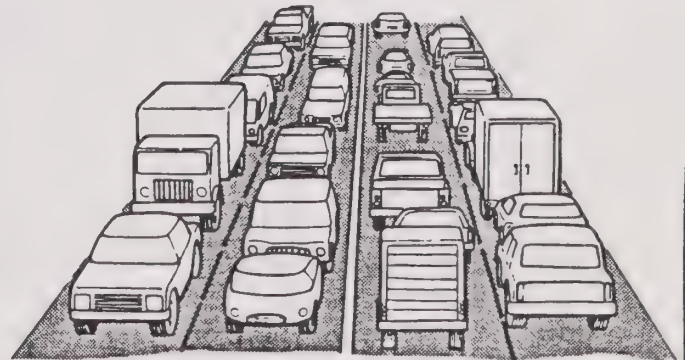
Level of Service D

Tolerable average operating speeds are maintained but are subject to considerable sudden variation.



Level of Service E

Speeds and flow rates fluctuate and there is little independence on speed selection or ability to maneuver.



Level of Service F

Speeds and flow rates are below those attained in Level of Service E and may, for short time periods, drop to zero.

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**TABLE 4-1
INTERSECTION LEVEL OF SERVICE DEFINITIONS**

LOS	Interpretation	V/C Ratio
A	Uncongested operations; all vehicles clear in a single signal cycle.	0.00-0.60
B	Stable flow with occasional restrictions to operating speed.	0.61-0.70
C	Light congestion; occasional backups on critical approaches.	0.71-0.80
D	Congestion on critical approaches, but intersection is functional. Vehicles required to wait through more than one cycle during short peaks. No long-standing lines formed.	0.81-0.90
E	Severe congestion with long-standing lines on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movement.	0.91-1.00
F	Total breakdown with stop-and-go operation.	1.01+

Source: Highway Capacity Manual, 1986.

The LOS is designated with the V/C ratio which, in turn, is calculated by the design capacity of the roadway and the existing traffic volumes (in ADT). The operating levels of service for key roadway segments in the City of Cudahy is summarized in Table 4-2 with roadway volumes shown in Exhibit 4-3.

**TABLE 4-2
TRAFFIC VOLUMES - 1991**

Roadway Segment	Average Daily Traffic	Capacity	V/C Ratio	Level of Service
Atlantic Avenue	27,000	22,000	1.23	F
Otis Avenue	10,500	7,100	1.48	F
Clara Street				
West of Atlantic	8,800	7,100	1.24	F
East of Atlantic	13,500	7,100	1.90	F
Salt Lake Avenue				
North of Elizabeth	9,700	6,100	1.50	F
South of Elizabeth	12,100	6,100	1.98	F

TABLE 4-2 TRAFFIC VOLUMES - 1991				
Roadway Segment	Average Daily Traffic	Capacity	V/C Ratio	Level of Service
Wilcox Avenue	13,600	6,100	2.23	F
Patata Street	4,700	6,100	0.77	C
Elizabeth Street	4,250	6,100	0.70	B
Santa Ana Street	7,500	7,100	1.06	F
Source: Tierra Engineering Company, 1991.				

In Cudahy, the majority of the intersections along Atlantic Avenue are signalized. Other signalized intersections include Live Oak/Wilcox, Clara/Wilcox, Live Oak/Otis and Clara/Otis (see Exhibit 4-4). Other key intersections in the City are controlled by either two-way or four-way stops.

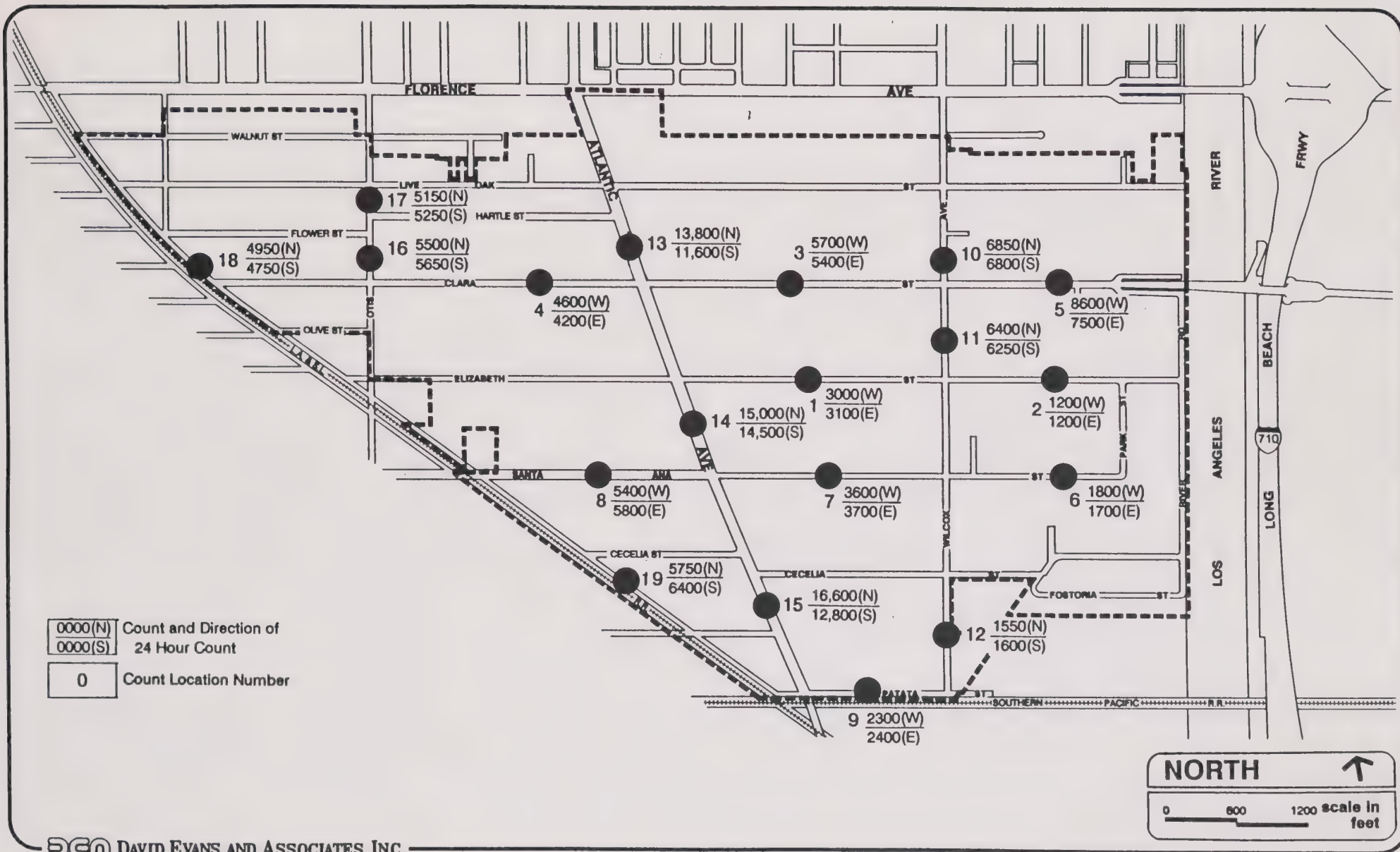
Future Traffic Conditions

Future growth in the City is expected to result in additional vehicles using the Cudahy roadway system. Without roadway widening projects, lane restriping, signalization and other traffic controls, levels of service are anticipated to degrade.

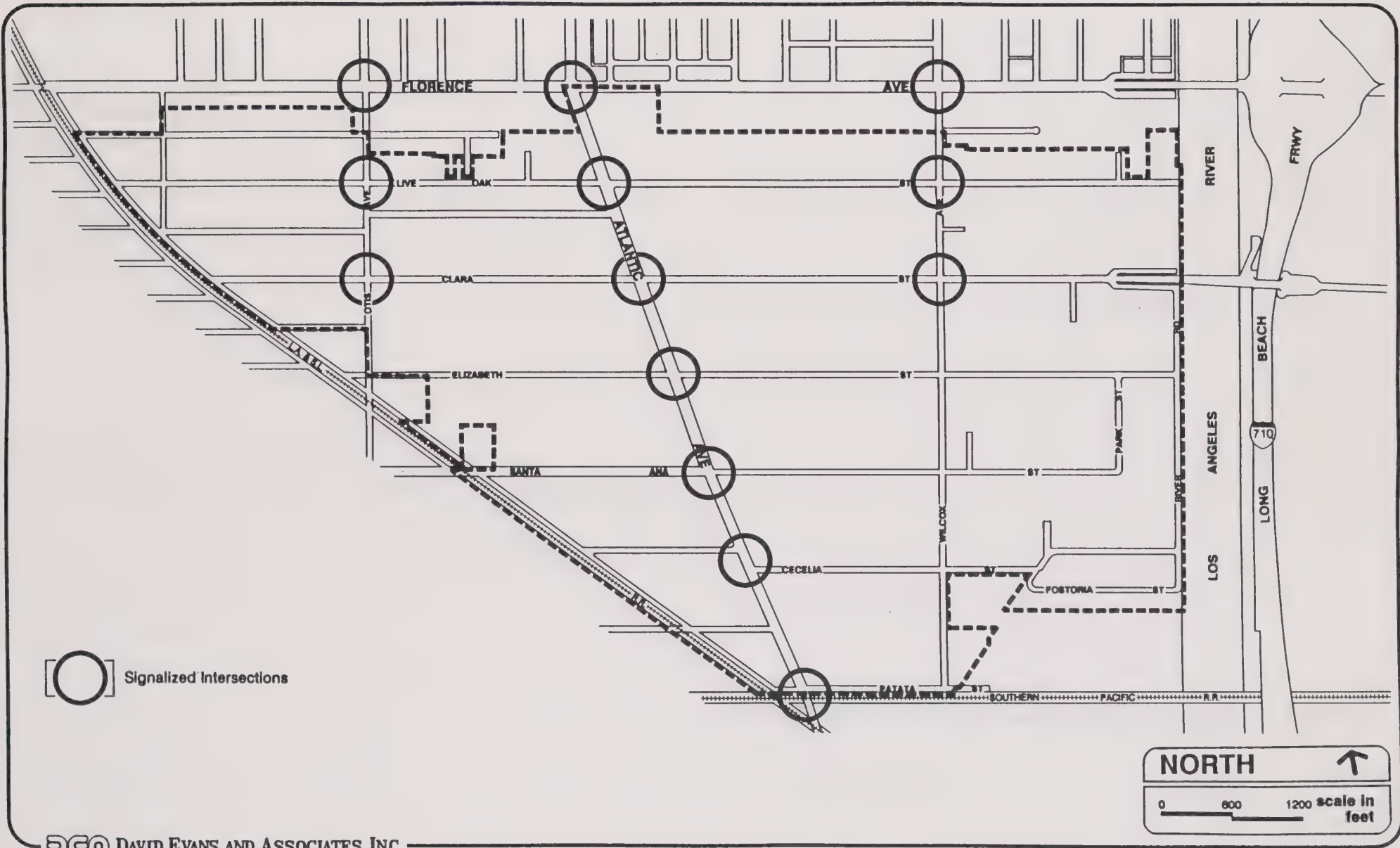
ALTERNATE MODES OF TRANSPORTATION

Bus Transportation

The City of Cudahy is served by a number of Southern California Rapid Transit District (RTD) bus lines which makes public transit convenient for city residents. The RTD Line 260 runs on Atlantic Avenue in Cudahy and goes as far as Pasadena and Altadena to the north and Long Beach to the south. Two bus lines originate from the city: Lines 105 and 107. Line 105 runs north on Wilcox Avenue and travels along Vernon Boulevard to La Cienega Boulevard in West Hollywood. Line 107 runs on Santa Ana Street west on 54th Street and into Inglewood. RTD Bus Line 112 runs from the Los Angeles International Airport (LAX) to Lynwood, passing along Florence Avenue and Otis Street in Cudahy. Also, Line 111 runs from LAX to the City of Whittier along Florence Avenue north of the City. These lines provide Cudahy with a extensive public transportation system that allows residents to travel to different parts of the county. Exhibit 4-5 shows RTD lines running in and near Cudahy.



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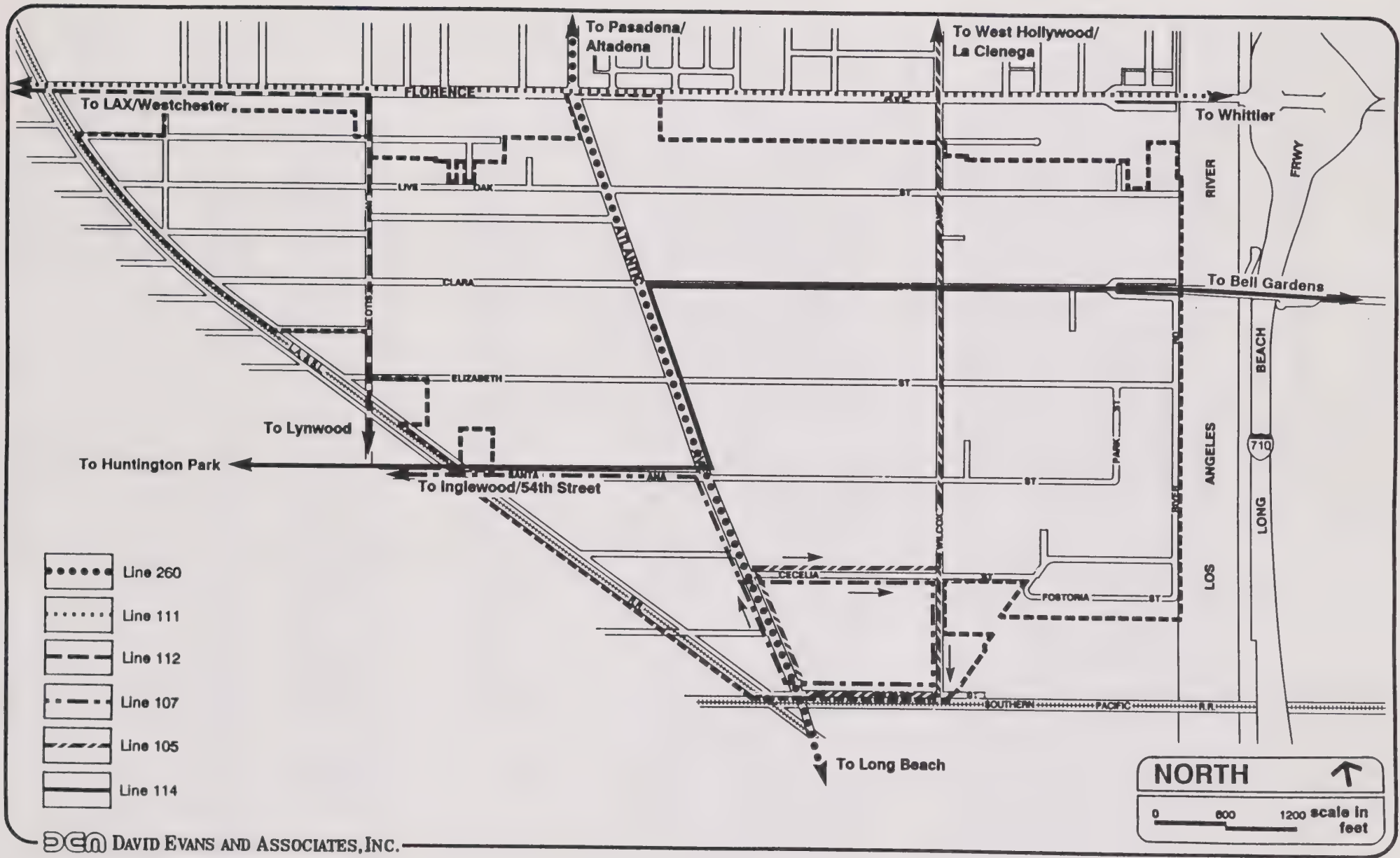


Exhibit 4-5
RTD Bus Routes

City Transit

The City has a Cudahy Area Rapid Transit (CART) which is a free fixed route and dial-a-ride transit serving city residents through the use of Prop A funds. The CART goes around the city and within a 5-mile radius. It provides free transportation services to the general public through the use of two vans equipped with wheelchair lifts. The Dial-A-Ride van provides door-to-door pick-up and delivery Monday through Friday for doctor appointments in adjacent areas, although reservations must be made 24-hours in advance. A fixed route van service runs every hour Monday through Saturday 9:00 a.m. to 4:00 p.m. It goes throughout the City with starts at the City Hall on the hour for 7 trips throughout the day. The CART may be stopped at any convenient location along its route (see Exhibit 4-6). The City also offers subsidy for RTD bus passes to students, seniors and handicapped.

Rail Transportation

The RTD Metro Blue Line is the first modern rail service in Los Angeles County. It opened in July 1990 and runs from downtown Los Angeles to Long Beach for 22 miles. It is operated by the SCRTD through Prop A funds. Fare is set at \$1.10 for any length of the trip. Bus routes have been changed to complement the rail service. Additional lines are also planned to feed into the different stations of the light rail. Several park and ride and kiss and ride lots were developed along the route to make riding convenient. Two stations are adjacent to the City of Cudahy. The Firestone Boulevard Station in South Gate is approximately 2 miles west of Cudahy and the Florence Avenue Station in Huntington park is also approximately 2 miles west of the City. RTD Bus Lines 111 and 112 stop at Florence Avenue station of the Metro Blue Line.

Bicycle Lanes

There are no designated bicycle lanes in Cudahy. The only designated bicycle trail in the vicinity is located along the banks of the Los Angeles River.

Railroads

The two railroads in the area are located on the southern and western boundaries of the City. The Union Pacific Electric Railroad passes along the western periphery of the City. Five to 6 trains pass per day on their way south to the LA Harbor or north to downtown Los Angeles. Ground crossing are at Florence Avenue and Santa Ana Street.

The Southern Pacific Railroad runs along the City limits on the south. An average of 7 trains pass along this segment daily at a speed of 25 miles per hour. The railroad crosses

Atlantic Avenue, just south of Patata Street. Neither train company furnish local service to Cudahy. Freight services for local industrial and business operations are provided entirely by a number of trucking firms.

Airports

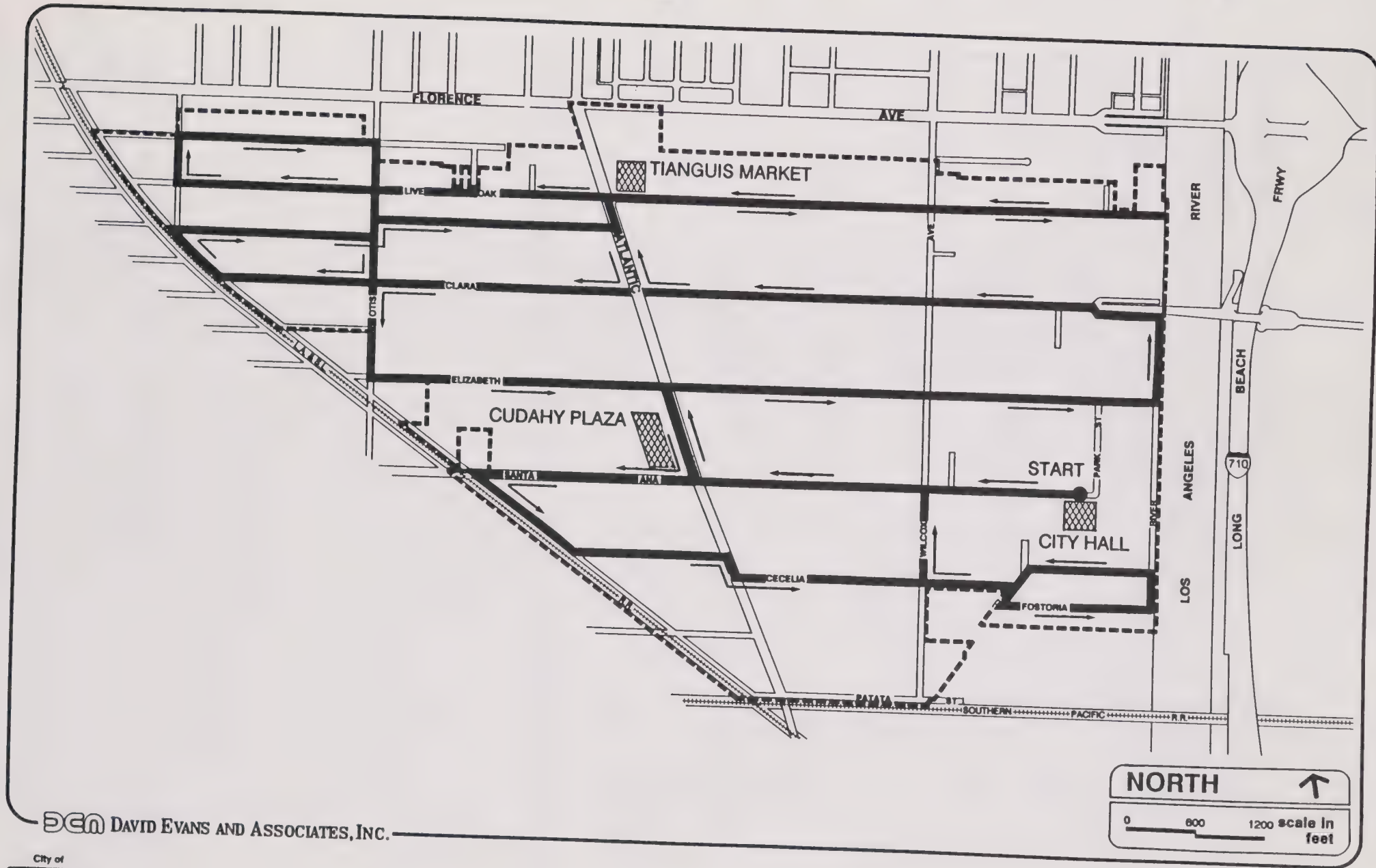
The Los Angeles International Airport is approximately 15 miles west of the City. It provides air transportation to the entire region. The Long Beach Municipal Airport is located approximately 12 miles south of the City and provides additional services for local businesses and industries. The Compton Airport is located approximately 7 miles southwest of the City. It is a county-owned airport used for general aviation of small planes.

ACCIDENT STATISTICS

The City conducted a speed limit survey to identify roadways in the City where posted speed limits should be changed. The study called for the retention of the existing 35 mile per hour (mph) limits on Atlantic Avenue, Patata Street and Salt Lake Avenue and 25 mph limits on all other city streets. Table 4-3 indicates the number of accidents (by type) for the key roadways in the City between 1982 and 1990. Atlantic Avenue and Clara Street had the greatest number of accidents in 1990. As a major highway and major commercial strip, Atlantic Avenue carries high traffic volumes and proportionately increases the traffic hazards along its length. Clara Street is a secondary highway is heavily used on its eastern end because it crosses over the Los Angeles River and the Long Beach Freeway into Bell Gardens and neighboring cities on the east.

TABLE 4-3
ACCIDENT STATISTICS 1982-1990

Roadway	Vehicle Accident Data	1982	1983	1984	1989	1990
Atlantic Avenue	Property Damage Only	19	20	18	7	4
	Injury (All Types)	20	21	8	26	47
	Pedestrian	5	3	1	5	1
Santa Ana Street	Property Damage Only	2	3	3	6	0
	Injury (All Types)	5	3	4	18	5
	Pedestrian	4	3	2	3	0



**TABLE 4-3
ACCIDENT STATISTICS 1982-1990**

Roadway	Vehicle Accident Data	1982	1983	1984	1989	1990
Wilcox Avenue	Property Damage Only	6	7	6	3	1
	Injury (All Types)	6	6	1	6	0
	Pedestrian	2	1	0	3	1
Elizabeth Street	Property Damage Only	2	3	3	2	4
	Injury (All Types)	1	1	4	9	9
	Pedestrian	1	0	3	5	0
Patata Street	Property Damage Only	0	3	0	1	0
	Injury (All Types)	0	3	0	0	0
	Pedestrian	0	0	0	0	0
Salt Lake Avenue	Property Damage Only	2	1	3	3	2
	Injury (All Types)	2	1	1	6	5
	Pedestrian	0	0	0	1	0
Clara Street	Property Damage Only	14	1	13	14	7
	Injury (All Types)	4	8	11	24	19
	Pedestrian	1	4	2	1*	2
Otis Avenue	Property Damage Only	5	6	0	1	3
	Injury (All Types)	1	5	3	2	5
	Pedestrian	1	1	0	0	0
* Fatality Source: Tierra Engineering Company 1991.						

SECTION 5: OPEN SPACE AND RECREATION PROFILE REPORT

INTRODUCTION

The Open Space and Recreation Profile Report provides an inventory of open spaces, vacant land, and parks and recreational facilities in the City. Vacant land refers to undeveloped private land or public areas left as open space. Open space areas include areas unsuitable for development due to steep slopes or unstable ground conditions. There are other areas that remain undeveloped to comply with existing land use controls. They include parks, building setback areas, utility easements, and school fields.

The City of Cudahy is fully urbanized and does not have much open space areas remaining. The major open space areas are contained in the three city parks which cover approximately 11.30 acres, plus a small roadway island. Vacant land consists of 34 lots on approximately 13.2 acres that remain undeveloped. Front yards of residential lots provide for landscaping areas but side and rear yards are too narrow to be of much use.

PARKS AND RECREATION FACILITIES

City Parks

The City has three parks which offer a variety of leisure activities and services such as game courts and fields, picnic areas, play lots and a community center. Aside from the park facilities, sports and recreational classes are provided throughout the year. Exhibit 5-1 shows the location of these parks.

- Cudahy Park is a 10-acre park which includes the Cudahy City Hall, Library and Bedwell Community Center. It is immediately south of the Park Avenue Elementary School between River Road and Santa Ana Street. The park has two baseball diamonds, two tennis courts, a community recreation center, two basketball courts, barbecue pits and a playground area. A concession stand sells sodas and snacks within the park. The park is open from dawn to dusk everyday. Sports leagues at the park include baseball, softball, flag football, girl's volleyball, coed cross country, girl's and boy's basketball, girls' and boy's track and field and pitch leagues.
- Clara Street Park is a 3.5-acre area on Clara Street, across the Clara Street School. It includes the Leo P. Turner Community Center which has meeting rooms and a patio area for public use. The center offers recreation classes to residents on a

regular basis. Classes include ballet, gymnastics, aerobics and exercise, arts and crafts, tap dance, sewing, karate, guitar and Hawaiian dance. An expansion of the center is planned to include additional meeting rooms and a gymnasium. The Clara Street Park grounds feature 2 horseshoe pits and picnic areas. It is open from dawn to dusk Mondays to Saturdays. The Clara Park Commons, a senior citizen housing project is located west of the park.

- Lugo Park is a 2.5-acre area on Elizabeth Street beside the Teresa Hughes Elementary School. It has a baseball diamond, two playing fields for outdoor sports, and a picnic area. Young kid's baseball and girl's softball sports leagues are held yearly at the park.

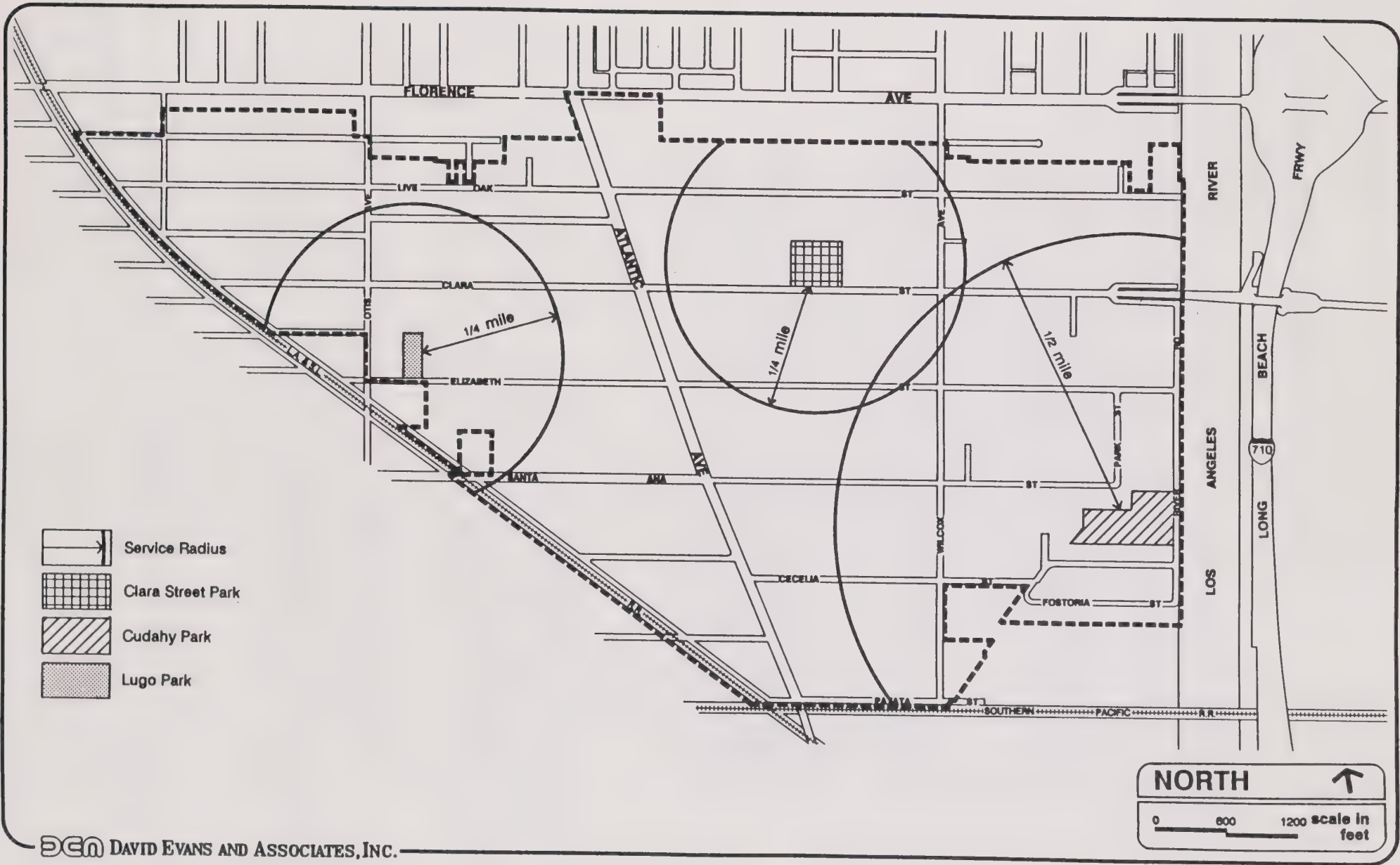
School Facilities

The three elementary schools in Cudahy have game courts used for the recreation of students but these facilities are not open after school hours. Also, school facilities are paved game courts and no open fields are available. At the present time, the City has not entered into any joint use agreements with the schools for use of these facilities.

The new elementary school planned on Wilcox Avenue, between Florence Avenue and Live Oak Street will have open field areas. These will be a significant addition to the open space and recreation areas in the City.

Bikeways and Trails

There are no designated bikeways or trails in Cudahy. The Los Angeles River contains a riding and hiking trail. This facility is maintained by the Los Angeles County Department of Parks and Recreation. It is immediately east of the City and provides access to other trails in the region. The Los Angeles River trail goes as far north as the Angeles National Forest and south to the Pacific Coast Highway in Long Beach. It is crossed by several other trails which lead into the Los Padres National Forest, the Santa Monica Mountains, Puente Hills and the Bonelli Regional Park in Pomona.



Adjacent Facilities

There are several parks in neighboring cities that are accessible to Cudahy residents. The major ones are shown in Exhibit 5-2. Numerous other smaller parks are found in the cities of Maywood, Bell, South Gate, Bell Gardens, Huntington Park and Downey.

- Salt Lake Park in Huntington Park is 1/4 mile northwest of Cudahy. The park is 33 acres in area and is developed with a gymnasium, meeting rooms, picnic areas, tennis and racquetball courts, wading pool, equipment rentals, and basketball, and volleyball courts.
- South Gate Park is 1/2 mile south of the City. It features picnic areas, a 9-hole golf course, tennis and basketball courts, archery field, and baseball diamonds. The park's land area is 97 acres, making it one of the largest parks in the region.
- John Anson Ford Park in Bell Gardens is a 56-acre county park on Scout Avenue which is developed with 3 softball fields and 1 hardball field, a swimming pool, playground lot, soccer field, a 1-acre lake, picnic areas with barbecue pits, and a basketball gymnasium. The park is open to the public year-round from 7 a.m. to 10 p.m.

PARK NEEDS ASSESSMENT

The three City parks and roadway island have a combined area of approximately 11.46 acres, serving 22,817 residents in Cudahy. Also, there are no private commercial recreational facilities in the City to augment the city parks. School ground facilities could help serve the recreational needs of residents. While the parks are adjacent to existing elementary schools, the game courts within these schools are not available for public use and cannot be used outside school hours.

Based on the Los Angeles County standard of 4 acres of parkland per thousand population, the City should have approximately 91 acres of park and recreation areas compared to the 11.46 acres it presently has. At the present time, there is only approximately 0.5 acres of parkland per 1,000 residents. Park fees under the Quimby Act, parkland exactions from developments on previously subdivided land, and state park bonds have been used for park facility improvements.

Exhibit 5-1 shows the potential service radius of each park. Residents on the northeastern and northwestern ends of the City are not within easy access to any park. Existing vacant lands may be purchased for future park use. These areas are scattered small parcels which would limit their use to mini parks, open spaces or tot lots.

There are several projects that are proposed to improve the City's park facilities. Aside from the community center expansion mentioned earlier, field lighting for Lugo Park and improved lighting for Cudahy Park will allow longer park hours. A small park course at Clara Street Park will also provide for a jogging and walking path, especially for residents of the Clara Park Commons Senior Center.

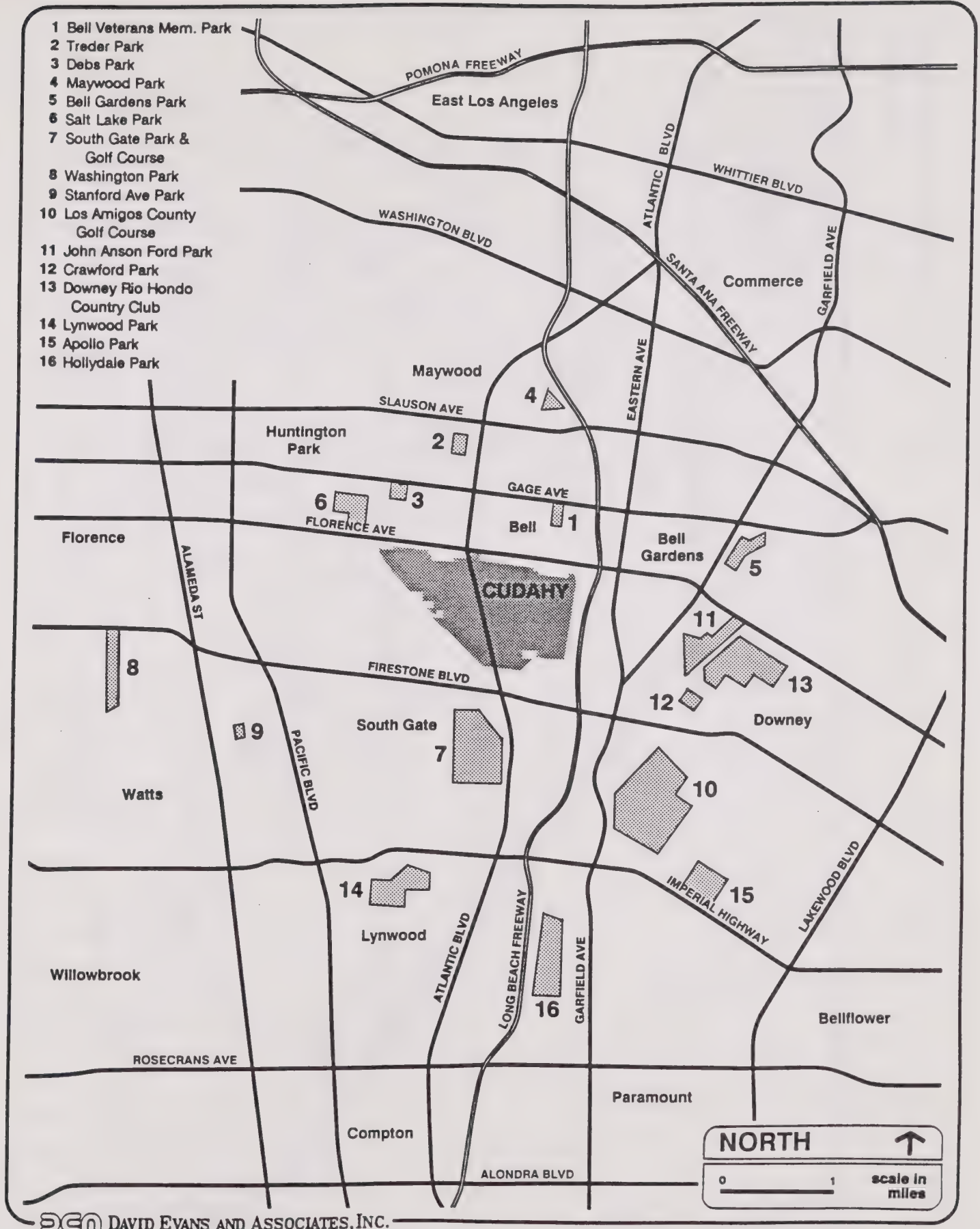
A new basketball court planned at Lugo Park which will involve a joint use agreement with the Teresa Hughes school. The new elementary school planned on the are east of Wilcox Avenue between Florence Avenue and Live Oak Street will also feature open field areas. The City is examining the possibility of a joint use agreement with the LAUSD when this school opens in 1995.

OPEN SPACE INVENTORY

The City is fully urbanized with few remaining areas of open space left. A field survey completed in April, 1991 identified 13.19 acres of vacant undeveloped land in the entire City. Table 5-1 summarizes vacant land statistics derived from land use surveys completed in April, 1991. The location of the vacant parcels are shown in Exhibit 5-3.

TABLE 5-1 OPEN SPACE INVENTORY		
Zone District	No. of Parcels	Area (in acres)
Single-Family: R-1	3	0.31
Medium Density: R-3	25	9.94
Commercial-Manufacturing: CM	4	2.00
Manufacturing: M-2	<u>2</u>	<u>0.94</u>
TOTAL	34	13.19
Source: David Evans and Associates, Inc. 1991.		

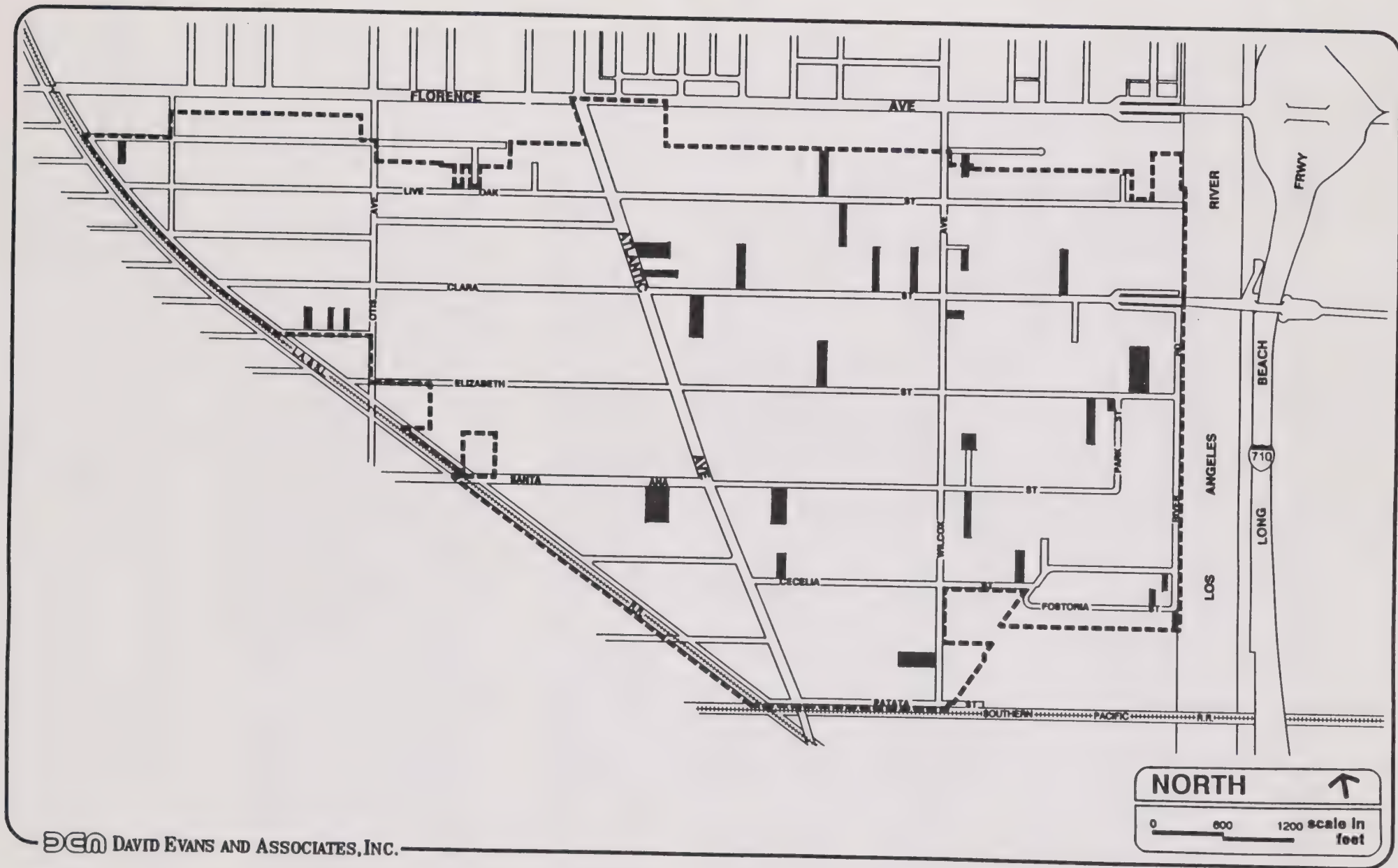
- 1 Bell Veterans Mem. Park
- 2 Treder Park
- 3 Debs Park
- 4 Maywood Park
- 5 Bell Gardens Park
- 6 Salt Lake Park
- 7 South Gate Park & Golf Course
- 8 Washington Park
- 9 Stanford Ave Park
- 10 Los Amigos County Golf Course
- 11 John Anson Ford Park
- 12 Crawford Park
- 13 Downey Rio Hondo Country Club
- 14 Lynwood Park
- 15 Apollo Park
- 16 Hollydale Park



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Exhibit 5-2
Parks in the Region



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Exhibit 5-3
Vacant Land Inventory

SECTION 6: CONSERVATION ELEMENT PROFILE REPORT

INTRODUCTION

The Conservation Profile Report identifies the environmental resources of the City which include biological resources, groundwater resources, mineral resources, and cultural (archaeological and historical) resources. These resources are typically nonrenewable or limited and need to be preserved and managed in order to ensure that they are available for future generations.

ENVIRONMENTAL SETTING

The City of Cudahy is located within the north central section of the coastal plain of Los Angeles County. The coastal plain is bounded on the north by the Santa Monica Mountains; the Elysian, Repetto, Merced and Puente Hills on the northeast; the Los Angeles-Orange County line on the southeast and the Pacific Ocean on the south and west. The plain slopes gently from the highlands on the north and northeast towards the ocean. The Los Angeles River, Rio Hondo and San Gabriel River are the main river channels bisecting the coastal plain. The Los Angeles River drains the San Fernando Valley on the north and flows across the plain by the City of Cudahy and into the Pacific Ocean at San Pedro Bay. The Rio Hondo flows southwest across the plain and connects to the Los Angeles River one and a half miles south of Cudahy. The San Gabriel River flows south on the eastern section of the plain generally parallel to the Los Angeles River. Exhibit 6-1 shows the geologic location of the City.

The coastal plain was formed from recent (Holocene) alluvial deposition. The alluvial fans of the Los Angeles, Rio Hondo and San Gabriel Rivers resulted in the formation of a gently sloping plain through stream deposition. Cudahy is situated on the low lying plain with very limited differences in topography. The Los Angeles River is the major drainage plain on the eastern boundary of the City.

The Basin's climate is mediterranean and characterized by mild, sunny winters with occasional rain and warm, dry summers. The Pacific Ocean keeps the climate temperate and coastal mountain ranges on the north and east of the basin act as buffers against extreme heat and winter cold in the desert and plateau regions further inland. There are pronounced differences in temperature, humidity, cloudiness, fog, rain, and sunshine over short distances. Rain occurs between December and March with an average rainfall of 14 inches per year. Winter lows range from 40°F to 50°F and summer highs rarely exceed 100°F. Humidity averages 64 percent in February and 74 percent in August with a yearly average of 71 percent. Northeasterly winds and sea-land breezes are prevalent with the Santa Ana Winds blowing intermittently from October to March.

The geology of Cudahy and the surrounding area is characterized by a top layer of undivided successions of nonmarine sand and gravel of Quaternary age and marine sandstone and siltstone of Pleistocene and late Pliocene age. This layer is approximately 11,600 feet deep. The more recent sedimentary deposits are believed to have been caused by the weathering and erosion of rocks, granites, schists, shale and sandstones in the surrounding mountains.

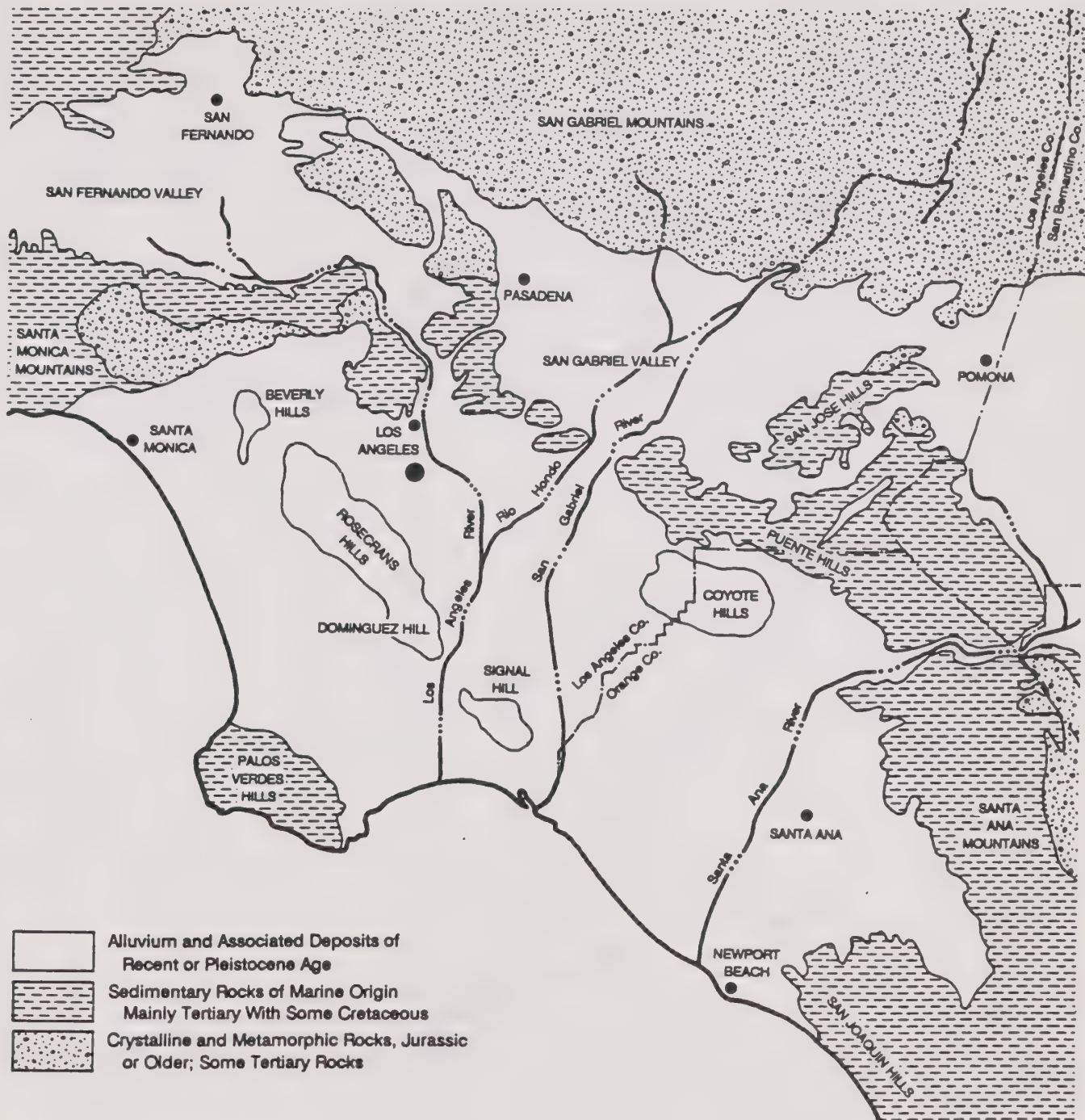
Under the upper layer are rocks commonly called the Repetto Formation. This layer is 6,400 feet deep of marine fine to coarse grained sandstone with minor interbedded siltstone. Underlying the Repetto formation are undivided upper Miocene rocks. The Miocene rocks are at least 5,200 feet deep of probably marine sandstone with interbedded sandstone and shale. Undivided Lower Tertiary and Upper Cretaceous rocks underlie the Miocene rocks which are probably marine clastic sedimentary rocks with extrusive igneous rocks near the top. The lowest known layer are granitoid intrusive rocks of the Jurassic to early Late Cretaceous Age.

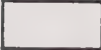


SOIL RESOURCES

A soil association is a group of soils that have the same profile, arrangement, sequence of layers, or other characteristics. The City of Cudahy is overlain by two soil associations. The Tujunga-Soboba association covers approximately 20 percent of the western and eastern sections of the City. The Hanford association covers the majority of the City at the central sections. Exhibit 6-2 shows the soil associations.

The Tujunga-Soboba association occurs on nearly level and gently sloping alluvial fans. It consists of 60 percent Tujunga soils, 30 percent Soboba soils and 10 percent of unnamed sandy and cobbly materials in intermittent stream beds. Tujunga and Soboba soils are over 60 inches deep and have rapid subsoil permeability. They are excessively drained with very low inherent fertility.

Tujunga soils have a brownish-gray or grayish-brown sand or loamy fine sand surface and the substratum may be stratified. These soils are slightly acid to mildly alkaline. Fertility is low and water holding capacity is 4 to 5 inches for 60 inches of depth. Tujunga soils have slow runoff capability and a slight erosion hazard. Soboba soils have pale brown, neutral cobbly very fine sandy loam surface layers with pale brown and light brownish-gray very cobbly loamy coarse sand subsoils. It may be calcareous in the lower layers. Gravel and cobbles make up 35 percent or more of Soboba soils. Water holding capacity is only 2 to 4 inches for 60 inches of depth. Soboba soils have very slow runoff capability and a moderate wind erosion hazard.



-  Alluvium and Associated Deposits of Recent or Pleistocene Age
-  Sedimentary Rocks of Marine Origin Mainly Tertiary With Some Cretaceous
-  Crystalline and Metamorphic Rocks, Jurassic or Older; Some Tertiary Rocks

SOURCE: State of California Department of Water Resources, Southern California District

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NORTH



0 5 10 scale in miles

City of



GENERAL PLAN

Exhibit 6-1
General Geology

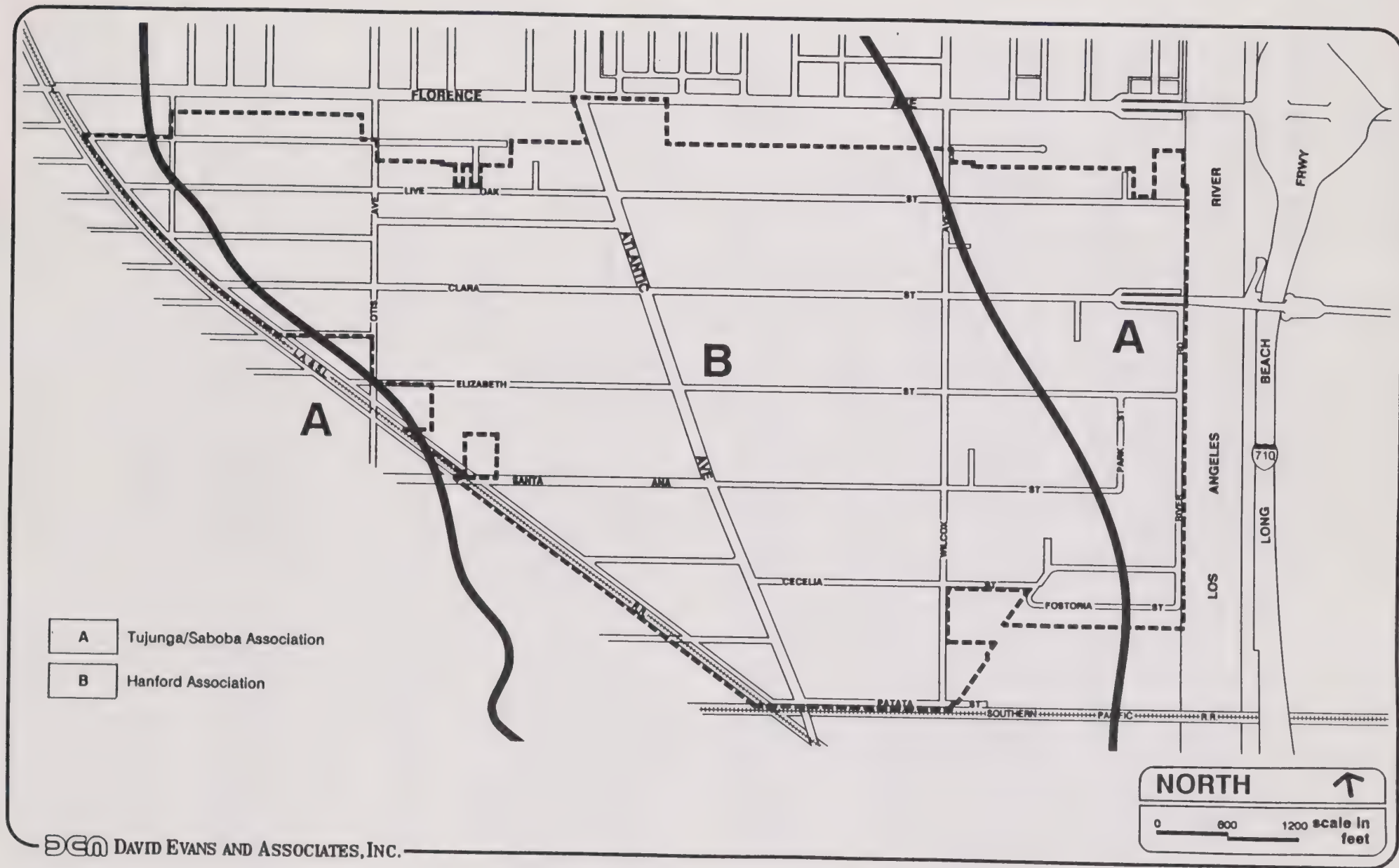


Exhibit 6-2
Soil Associations

The Hanford association is found on gently sloping alluvial fans. It consists of Hanford soils (85 percent), Yolo soils (10 percent) and Hesperia soils (5 percent). Hanford soils are pale-brown coarse sandy loam on the surface with a light yellowish-brown coarse sandy loam and gravelly loam coarse sand substratum. They are over 60 inches deep, slightly acid to mildly alkaline, and have moderate inherent fertility. Hanford soils are well-drained and have moderately rapid subsoil permeability. They have a water holding capacity of 5 to 7.5 inches for 60 inches of soil depth. They also have slight erosion hazard and slow runoff capability.

Tujunga soils have high infiltration rates when thoroughly wetted, resulting in low runoff potential. Hanford soils have moderate infiltration rates when thoroughly wetted. Both Tujunga-Soboba and Hanford associations have low shrink-swell behavior, low corrosivity, and slight septic tank limitations. The Tujunga-Soboba association is limited by its ability to withstand pressure from building foundations. It is not suitable for use as a water retention structure and is a good source of sand. The Hanford Association has moderate capacity to withstand soil pressure and has severe to moderate limitation as a water retention structure. It is considered a fair source of sand.

The soils within the City have been altered by development. The import and export of soil that is part of excavation and fill activities during construction may have changed the soil associations on developed areas. With most of the City developed, surface soils may no longer reflect the soil associations shown.

The City of Cudahy does not contain any significant sand and gravel resources as identified by the Department of Mines and Geology. The aggregate resource classification map shows that Cudahy is in an area where adequate information indicates no significant mineral deposits are present or little likelihood exists for their presence. While the City is located beside the Los Angeles River which is considered a fair to good source of sand, concrete channels now line the river bed. This precludes any mining activity from occurring in the City. Land under the City do not contain the amount of rock required to make mining profitable. Also, there are no open areas remaining for mining.

Large pockets of natural gas and oil have been found in surrounding communities but they are not believed to extend into Cudahy.

GROUNDWATER RESOURCES

The City of Cudahy is underlain by the complex groundwater system of the Los Angeles coastal plain. There are four groundwater basins in the coastal plain: the West Coast, Santa Monica, Hollywood and Central Basins. The City is within the Central Basin which is bounded on the north and northeast by the Elysian, Repetto, Merced and Puente Hills; on

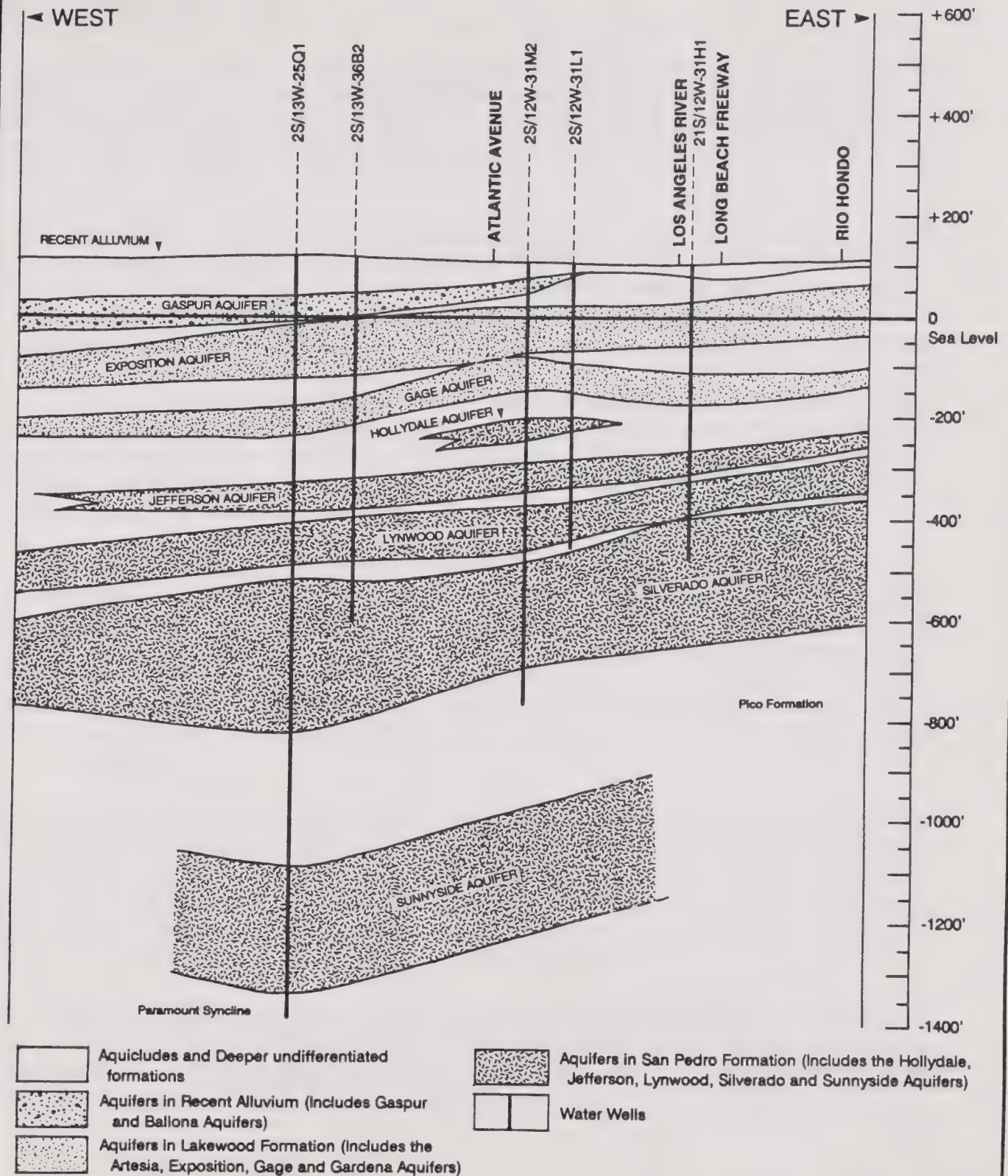
the east by the County line and on the south and west by the Rosecrans, Signal and Bixby Ranch Hills. Groundwater resources in the Central Basin generally consists of an upper layer of shallow, unconfined and semi-perched water; a principal body of fresh water underneath; and salt water under the freshwater resources. Water movement is generally from points of recharge (percolation areas, spreading grounds, streams) to points of discharge (groundwater wells, ocean, springs) because of differences in pressure between these points. The major recharge area in the coastal plain is the Whittier Narrows area.

Aquifers underlying the coastal plain resulted from the historical development of the topography for over 100 million years. The deposition of sand, gravel, silt, clay and rock has resulted in a highly complex geologic and groundwater structure. Water-bearing deposits are unconsolidated and semi-consolidated alluvial sediments from Recent times (15,000 years ago). These deposits hold water and allow water to pass through, and referred as aquifers. Non-water-bearing deposits are consolidated rocks and ground layers which provide limited water. They form the boundaries between aquifers. Exhibit 6-3 shows the cross section of the geologic structure underlying the area south of Cudahy.

The topmost layer of deposition is from the Recent time (15,000 years ago), consisting of alluvium and the Gaspur Aquifer. Alluvium is found on or near the surface of the City and much of the County. This layer may be 60 thick or less with unconfined and poor quality water of small quantities.

The Gaspur Aquifer is a water-bearing zone with cobbles and pebbles derivative of the San Gabriel Mountains. The upper layer is medium to coarse textured sand and the lower layer is sand, gravel, and cobbles. The Gaspur Aquifer is 120 feet thick at the most. The aquifer is partially dewatered but water yields are high. It merges with the surface at the Montebello Forebay between the Rio Hondo and San Gabriel Rivers and between the Los Angeles River and the Harbor Freeway in the Los Angeles Narrows area. It also merges with deeper aquifers at Whittier Narrows, south of the Los Angeles Narrows area and along the Los Angeles River.

The Pleistocene period (1,000,000 years ago) resulted in the deposition of several ground layers including Older Dune Sand, the Lakewood Formation and the San Pedro Formation. The Lakewood Formation includes terrace deposits, Palos Verdes sand and other unnamed deposits. It is generally characterized by variable particle size in the upper layer and a lower layer of gravel and coarse sands. Sand and gravel are interspersed by discontinuous lenses of sandy silt and clay. Near Puente Hills, the Lakewood formation overlies the San Pedro Formation, Pliocene Pico and Repetto Formations and the Miocene Puente Formation.



SOURCE: State of California Department of Water Resources, Southern California District

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The Lakewood Formation contains the Exposition, Gage, and Gardena aquifers and aquicludes (fine sand, silt and clay that transmit water slowly). The Exposition aquifer is beneath the Gaspur aquifer and merges with it between the Los Angeles and San Gabriel Rivers. This aquifer has coarse gravel and clay with fine deposits between sandy and gravelly beds. Its maximum thickness is 100 feet.

The Gage Aquifer lies below the Exposition aquifer and is approximately 10 to 160 feet thick. It has fine to medium sand with varying amounts of coarse yellow sand and gravel. The Gardena Aquifer has coarse deposits that are about the same age as the Gage Aquifer which has finer deposits. The Gardena Aquifer are similar in thickness and elevation to the Gage Aquifer and in direct continuity with it. Both aquifers yield large amounts of water.

The San Pedro Formation contains deposits of lower Pleistocene age, containing San Pedro sand, Timms Point, silt and Lomita Marl. It has five major aquifers with fine grained layers interbedded within. These aquifers are the Hollydale, Jefferson, Lynwood, Silverado and Sunnyside Aquifers. They are the principal aquifers used for domestic water in the Los Angeles area.

The Hollydale Aquifer is a discontinuous aquifer beneath the Gage-Gardena Aquifer. It consists of yellow sands and gravel in the northeastern sections and grey, blue and black sand with mud, clay and marine shells near the Newport-Inglewood fault. Its boundary is irregular and sinuous, suggesting it was formed by stream deposition but only shallow marine deposits are found. It is approximately 250 feet deep at the area north of the Cudahy city limits. Its lowest point is 500 feet below sea level at an area 2 miles east of Compton. Its lack of continuity and the presence of fine-grained materials do not allow it to store large amounts of water.

The Jefferson Aquifer is found only in the Central Basin of the coastal plain. It generally has fine-grained sediments with gravel in the Whittier Narrows area and a few scattered areas. The aquifer is made up to sand with gravelly and clayey layers and has a maximum thickness of 145 feet. Within the City of Cudahy, it is approximately 20 feet thick with a base 300 feet below sea level. It merges with overlying and underlying aquifers near the hillsides to the north of the plain. Very few wells tap the Jefferson Aquifer.

The Lynwood Aquifer is made up of yellow, brown, and red coarse gravel, sand, silts and clay. It has a thickness of 50 to 1,000 feet. The Rio Hondo and Pico faults have caused offsets on the Lynwood Aquifer in the Pico Rivera area. It is a major producer of water with a yield ranging from 200 to 2,100 gallons per minute.

The Silverado Aquifer has yellow to brown coarse to fine sands and gravel interbedded with yellow to brown silts and clays. It has a maximum thickness of 500 feet and a maximum depth of 1,200 feet below sea level. It has also been considerably offset by all faults in the region. It is a major water producer with a maximum yield of 4,700 gallons per minute.

The Sunnyside Aquifer has coarse deposits of sand and gravel with interlayers of sandy clay and clay. Well logs show marine shells and marine type clays and shales are present within the aquifer. It has a maximum thickness of 300 feet and has a maximum yield of 1,500 gallons per minute. It is also offset by many faults in the region.

Aquifers beyond the Pleistocene age are not known because of limited well log data. They also too deep to be economically tapped by groundwater wells.

Water in the city is derived from local groundwater wells and pumping depends on the actual demand for water. Groundwater quality is generally good and does not require treatment. Tract 180 Mutual Water Company serves the area east of Atlantic Avenue and has rights to pump 1,224 acre-feet of water per year. Tract 349 Mutual Water Company serves the area west of Atlantic Avenue and south of Walnut Street and has rights to 434 acre feet per year. The Southern California Water Company serves approximately 100 connections east of Ferndale Avenue on Cecelia and Fostoria Streets.

Estimates of groundwater storage in the central basin are 17.6 million acre-feet with 31.7 million acre-feet in the entire coastal plain. Water pumping rights are controlled by the Central Water Basin Replenishment District. The Central Water Basin Replenishment District levies an assessment on all parties pumping groundwater in the central basin. Collected funds are used to purchase surplus water from the Colorado River Aqueduct or the State Water Project through the Metropolitan Water District (MWD). Imported water is spread and injected into the ground to replenish underground water supply resources. Groundwater recharge also includes natural runoff, reclaimed water and underflow from the San Gabriel Valley. When a water company needs more water than it is allotted, it is allowed to buy or lease additional water rights. The district has historically purchased water from Colorado River but in 1974, MWD started to buy water from the State Water Project.

Severe water shortage has prompted the Cudahy City Council to pass advisory water conservation regulations. The City also waters parks in early morning to avoid evaporation and city streets and sidewalks are swept rather than hosed. Water conservation kits are available for free at City Hall and conservation tips are published in the City newsletter. Cudahy may consider acquisition of the two mutual water companies serving the City to consolidate services in the future.

VEGETATION AND WILDLIFE

The southern portion of Los Angeles County is not noted for forests with natural vegetation consisting mainly of wild grasses and scattered trees and brush. Trees and more lush vegetation used to be found along the river in Cudahy. Urbanization and development has destroyed native vegetation and brought in non-native lawn grass, hedges and trees. The Los Angeles River is lined and concrete dikes have been built on both sides of the channel. This resulted in the loss of riparian habitats.

Without the natural environment, native plants and animal communities are not expected to be present. Only small birds and an occasional migratory flock is spotted in the area. No endangered species of plants and animals are indigenous to Cudahy.

There are many endangered, rare and threatened animals and plants in the region but studies and surveys in Cudahy have not identified the presence of any endangered, rare or threatened plant or animal. A records search at the Natural Diversity Data Base of the Department of Fish and Game showed that the nearest recorded occurrence of a special animal is approximately 4 miles from the City (see Exhibit 6-4).

The San Diego Horned Lizard was found in the City of Compton at Rosecrans Avenue and the Southern Pacific Railroad and in Long Beach 1 mile west of the Los Angeles River by 68th Street. The horned lizard is listed as Category 2 in the Federal List (information may warrant listing but substantial data is lacking) and S2S3 in the California List (Species of Special Concern).

The San Diego Horned Lizard (*Phrynosoma Coronatum Blainvillii*) is about 4 inches long with a yellowish or reddish-gray color. It has a dark mark on the neck and 2 long horns on the back of the neck and several smaller ones around its neck. Two spine rows run along each side of its back. It is considered rare and endangered by the Department of Fish and Game.

CULTURAL RESOURCES

Los Angeles Basin, parts of the San Gabriel Mountains, and the San Clemente, San Nicholas and Santa Catalina Islands were pre-historically occupied by the Gabrieliño Indians. The Gabrieliños migrated into the Los Angeles coastal areas in 500 B.C. They lived in small villages near water streams and along sheltered portions of the coast. They did not have permanent dwellings and survived on hunting, gathering and fishing.

The Spaniards established missions on the area in the 1770's and the Gabrieliño Indian population started to decline. The Spaniards brought agriculture and cattle into Los Angeles and the missions became the population centers in the region. In 1822, the Mexican government took control of the area and large land holdings were divided into ranches.

The City of Cudahy was once part of the Rancho San Antonio which was granted to Antonio Maria Lugo in 1810. In 1855, the ranch was partitioned and sold and in 1893 a 2,777-acre portion of the original ranch, then known as the Nadeau Ranch, was sold to Michael Cudahy for \$105 per acre. This parcel was bounded on the north by Florence Avenue, on the west by Santa Fe Avenue and on the south by Manchester Avenue (Firestone Boulevard).

Michael Cudahy, an Irish merchant, had come to America in 1849 when he was 8 years old. In 1873, he was a partner at the Armour and Company of Chicago. He left Armour to form Cudahy Packing Company and later came to Los Angeles and settled in Cudahy.

The early twentieth century marked the industrial growth of the area as commerce, industry and a migrant population came to Los Angeles.

Paleontological Resources

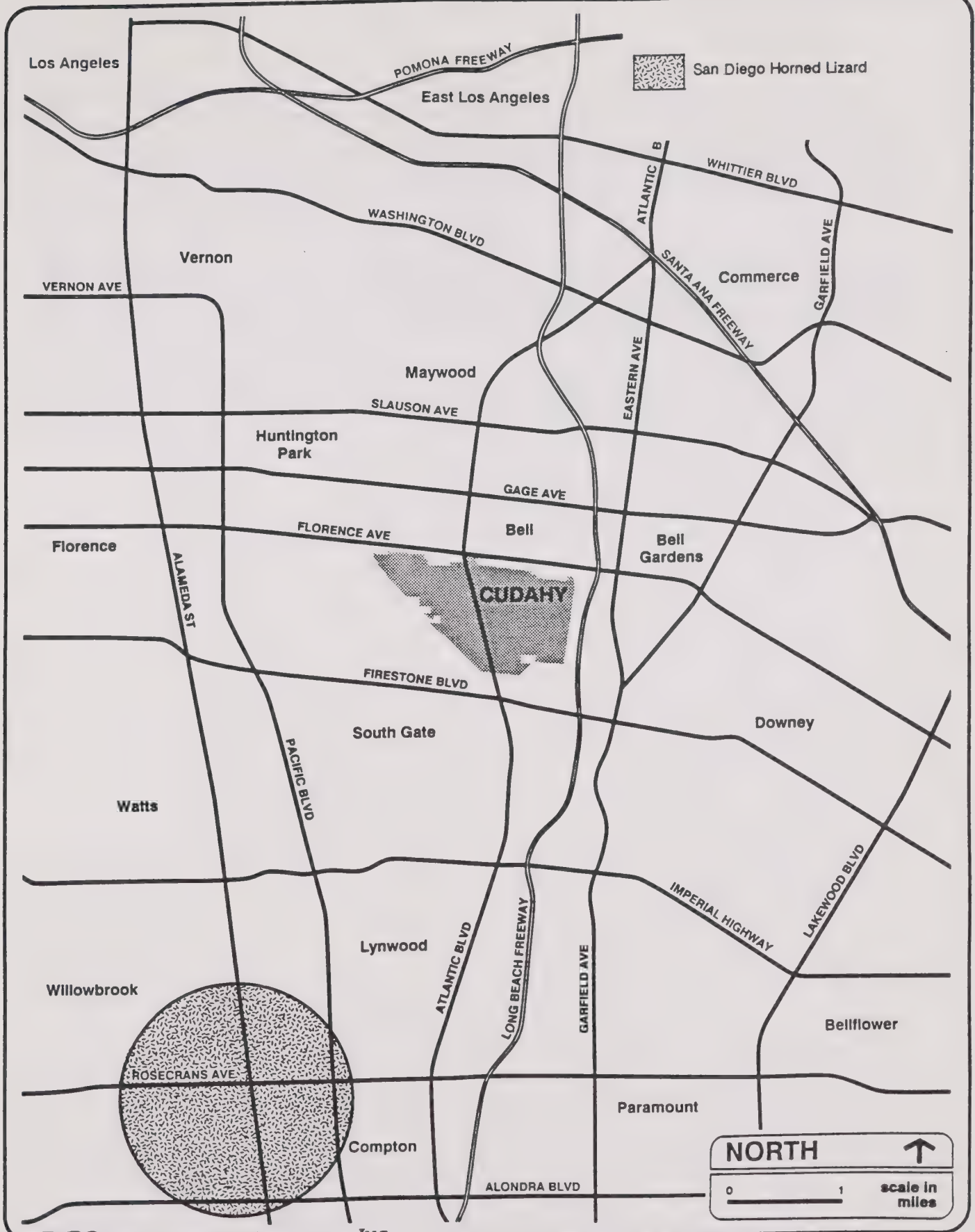
With the City nearly builtout, the discovery of paleontological resources is unlikely. Records of known sites do not indicate the presence of resources in the City or the surrounding area. The Los Angeles County Museum of Natural History has indicated that the entire City of Cudahy has a low potential and sensitivity for paleontological resources.

Archaeological Resources

A record search at the UCLA Archaeology Center showed that no prehistoric or historic sites were identified within the City. No archaeological surveys were done in the city, thus, no sensitive sites have been found. Low potential for archaeological resource discovery is expected in the area.

Historic Resources

Very little development was found in the area in 1896. Then, the Los Angeles River was not channelized and two single family houses were located north of the Southern Pacific Railroad tracks. By 1943, a number of structures have been built along Atlantic Avenue.



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Exhibit 6-4
Endangered Species

The National Register of Historic Structures does not identify any structure in the City. Also, the Office of Historic Reservation California Historic Landmarks does not list any landmark within Cudahy.

The oldest structures in the City consists of scattered commercial buildings and residences. Historic buildings in the City include the Robbie's Hobby Center at 7613 Atlantic (built in 1946); Graham's Auto Electric at 8216 Atlantic Avenue (built in 1930); Scott Gasket at 8220 Atlantic (since the 1940's); and Turner's Casting at 8333 Wilcox (since the 1940's).

There are a few residences which depict Victorian and Mission style architecture. Structures more than 50 years of age should be evaluated for historical significance before alteration or demolition.

SECTION 7: PUBLIC SAFETY ELEMENT PROFILE REPORT

INTRODUCTION

The Public Safety Profile Report discusses safety issues in the City including earthquake, geologic, fire, and flooding hazards. Crime, hazardous materials and emergency services are also discussed.

The risk exposure of Cudahy to these hazards are discussed in the sections that follow. The climate, topography, and local geology are also major factors for fire and flooding hazards. Flood hazards are posed by large bodies of water, dams and river channels, either natural or manmade. Buildings and certain human activities present public safety concerns, such as hazardous materials contamination, crime, and structural fires.

The City of Cudahy is fortunate not to be located on or near an earthquake fault although the City could be affected by the damaging effects of an earthquake, groundshaking or other seismic effects which could occur in the City. Cudahy is relatively flat and urbanized, posing no risk of landslides, soil erosion and wildland fire hazards. The safety issues relating to earthquakes, flooding, hazardous materials, crime and urban fires are discussed in the following sections.

SEISMIC RISK

Los Angeles County has approximately 50 active and potentially active faults, twenty one of which are major active faults (an *active* fault is defined as a fault that has exhibited movement during the past 10,000 years). The presence of these faults has caused at least one earthquake every four years. The City of Cudahy is highly susceptible to these earthquakes. A major earthquake occurring along any of the major fault traces in the region would be capable of producing strong groundshaking effects in Cudahy. Potentially active faults in the vicinity of the project area include the Whittier-Elsinore, Norwalk, Raymond, Santa Monica, Sierra Madre, Verdugo, Palos Verdes, Newport-Inglewood, and San Andreas faults.

Exhibit 7-1 shows the location of regional faults in relation to Cudahy and Table 7-1 provides the size and probability of major earthquakes along these faults. A maximum credible earthquake is the largest earthquake magnitude a fault is capable of generating. Magnitude is the size of the earthquake as expressed in terms of the Richter scale. It is a measure of the vibrations of the ground and represents the amount of energy released by the earthquake. On a logarithmic scale, a magnitude of 6 is ten times as large as a magnitude of 5, and a magnitude of 8 is ten times as large as a magnitude of 7. The probability of a maximum credible earthquake is expressed as a percentage of probability within a 100-year period and is based on the known slip rate of the fault and time elapsed

since the last earthquake. The San Andreas Fault has the highest probability and magnitude, with the San Fernando Fault having a relatively high probability compared to other faults. The nearest fault to Cudahy is the Newport-Inglewood and the Whittier-Elsinore faults. Their probabilities are 7 and 13 percent within a 100-year period, respectively.

TABLE 7-1
SELECTED EARTHQUAKE FAULTS IN THE REGION

Fault and Zone	Maximum Credible Earthquake	Probability ^a	Approximate Distance from City
San Andreas			66 miles
Mojave	7.5	77.0	
Carrizo	8.0	30.0	
San Bernardino	7.5	77.0	
San Gabriel			41 miles
Northwest	7.0	3.0	
Central	6.7	5.0	
San Fernando	6.5	30.0	38 miles
Mission Hills	6.3	?	73 miles
Santa Susana	6.9	15.0	54 miles
Northridge	6.6	?	46 miles
Sierra Madre			29 miles
Segment A	6.4	2.0	
Segment B	6.5	2.0	
Segment C	6.5	2.0	
Segment D	6.5	2.0	
Cucamonga (Sierra Madre Segment E)	6.6	2.0	42 miles
Whittier	7.3	13.0	17 miles
Verdugo	6.7	?	27 miles
Raymond Hill	6.7	3.0	24 miles
Hollywood	6.4	6.09	23 miles
Santa Monica	6.7	?	22 miles
Malibu Coast	6.9	2.0	37 miles
Newport-Inglewood			6 miles
Long Beach	6.8	7.0	
Central Los Angeles	6.9	6.0	
Palos Verdes	6.7	3.0	17 miles
San Pedro Basin	>7.0	?	31 miles
Norwalk	6.5	?	10 miles

^a Percentage probability of maximum credible earthquake in a 100-year period.

Source: Los Angeles County Safety Element, 1990 as taken from Davis (1988), Wesnousky (1986), Ziony and Yerkes (1985), Crook, et.al. (1987) and Clark, et.al. (1985).

The Newport-Inglewood Fault system is located approximately 6 miles west of Cudahy at its nearest point and consists of a series of northwest-trending, strike-slip faults. The 1933 Long Beach earthquake with a magnitude 6.3 and the 1920 Inglewood earthquake with an estimated magnitude 4.7 occurred on faults located within the Newport-Inglewood Fault system. The Newport-Inglewood Fault is expected to be capable of a maximum credible earthquake of Richter magnitude 6.8 to 6.9.

The Whittier-Elsinore Fault lies approximately 17 miles east of the City. Historically, this fault has produced relatively minor earthquakes (less than 4.5 Richter magnitude). According to seismologists, the Whittier-Elsinore Fault can produce a maximum credible earthquake of Richter magnitude 7.3.

The Sierra Madre Fault zone is located at the base of the San Gabriel Mountains, approximately 29 miles north of the City at its closest point. The Sierra Madre Fault system consists of a series of east/west-trending faults. The San Fernando segment of the Sierra Madre Fault zone produced the magnitude 6.6 San Fernando earthquake in 1971. A 1991 earthquake on the fault had a magnitude of 5.8 and an epicenter 7 miles north of Monrovia. Seismologists believe that the recurrence interval (time period between earthquakes on the same fault system, as estimated by slip rates and historic events) at any one point on this fault ranges from 200 to 5,000 years.

The Norwalk Fault, located approximately 10 miles east of the City, is a north-dipping reverse fault and is capable of producing an earthquake of the magnitude of the 1933 Long Beach earthquake (6.25 on the Richter scale).

The San Andreas Fault is the boundary between the North American and Pacific Plates and extends as far north as Cape Mendocino and south to the Gulf of California. Relative movement of the plates causes earthquakes at various points along this 750-mile fault. The San Andreas Fault is a major northwest-trending fault which is located approximately 66 miles northeast of Cudahy. The San Andreas fault is classified as active, with the most recent earthquake on its central section occurring in 1857. This earthquake had a magnitude of 7.9 on the Richter scale. The recurrence interval on the central portion of the San Andreas is estimated to be between 126 to 300 years. The San Andreas is assumed to be capable of producing a maximum credible earthquake of Richter magnitude 8.0.

A recent significant seismic activity in the Southern California region occurred along a previously unknown fault near Montebello. The earthquake, which occurred October 1, 1987, had an estimated Richter magnitude of 5.9. The epicenter of this earthquake was located in the vicinity of Whittier Narrows between Rosemead and Montebello. Scientists have recently reported a similar deep fault underlying the City of Los Angeles in the vicinity of Downtown Los Angeles (Elysian Park). This fault is at a depth of approximately 5 miles

and may be capable of producing an earthquake with a Richter magnitude of 7.0 or more (Harksson et al, 1988).

The probability of an earthquake occurring on the potentially active Raymond Hill, Norwalk, Verdugo, or Malibu Coast-Santa Monica-Hollywood Faults are considered low. The faults considered to be the most likely sources of strong groundshaking at Cudahy during an earthquake are the Whittier-Elsinore, Newport-Inglewood, and San Andreas faults.

Table 7-2 identifies the historic earthquakes that have affected the region. Earthquakes prior to the 1933 Long Beach earthquake have been assigned approximate Richter magnitudes based upon historical accounts.

TABLE 7-2 HISTORIC EARTHQUAKES THAT HAVE AFFECTED THE AREA		
Date	Fault or Location	Richter Magnitude
1812	Newport-Inglewood-San Andreas	6.9
1857	San Andreas	7.9
1910	Elsinore?	6.0
1920	Newport-Inglewood	4.7
1925	Santa Barbara	6.8
1929	Norwalk	4.7
1933	Newport-Inglewood (Long Beach)	6.3
1941	Newport-Inglewood	4.9
1941	Newport-Inglewood	5.4
1971	Sierra Madre (San Fernando)	6.6
1971	San Fernando	5.1
1979	San Bernardino Mountains	4.9
1987	Elysian Park-Whittier Narrows	5.9
1987	Elysian Park	5.3
1988	--	5.2
1988	Elysian Park	5.0
1989	Fault complex - Santa Monica Bay	5.0
1991	Sierra Madre	5.8
Note: Richter magnitudes for earthquakes prior to 1933 are estimated as based on historical accounts. Source: Los Angeles County Safety Element, 1990; Seismological Center, California Institute of Technology, 1992.		

Groundshaking

Groundshaking is probably the most damaging result of an earthquake because large areas are subject to shaking effects. This shaking motion can last for a few seconds in a moderate earthquake and can be as much as four minutes in a severe earthquake. Groundshaking is exaggerated on loose, water-saturated ground and occurs to a lesser magnitude on solid rock. Groundshaking is expected to occur with every earthquake though the degree of movement is dependent on the distance from the epicenter (point on earth's surface directly above the area where the earthquake energy originates), subsurface geology, and intensity of the earthquake.

While there are no active or potentially active faults in the City, groundshaking will affect Cudahy during earthquake events in the region. The Maximum Credible Earthquake on nearby faults will generate average bedrock accelerations of approximately 0.25 gravity (the acceleration of gravity is equal to 32.2 ft/sec.² and is used to measure the acceleration of groundshaking) with a duration of 5 to 10 seconds. These accelerations can cause the structural failure of buildings and lead to other hazards such as fires, hazardous material spills, and damage to infrastructure (roads, water lines, sewer lines, gas lines, power transmission lines). Groundshaking could cause the collapse of the Clara Street and Florence Avenue bridges which cross over the Los Angeles River and the Long Beach Freeway. This will result in massive traffic jams in Cudahy as access to the east is impeded.

The vast majority of deaths and injuries in an earthquake are caused by partial or total collapse of man-made structures. Generally, existing substandard structures of all kinds pose the greatest hazard to a community. Unreinforced masonry buildings represent a dangerous earthquake hazards to users and occupants. They are likely to experience significant structural damage in the event of a major earthquake. Other structures in the City that are subject to groundshaking hazards include: buildings with non-bearing walls and partitions, non-ductile concrete-frame buildings, inadequately designed pre-cast tilt-up construction, inadequately designed structures with geometric irregularities including long spans and irregular shapes, mobile homes, and residences not secured to foundations.

The majority of existing structures in the City were constructed between 1930 and 1955. Although most are wood-frame construction of one and two stories, they may not meet present earthquake standards. Reinforcement or reconstruction to prevent potential earthquake damage to older structures should be encouraged.

Surface Rupture

The majority of large earthquakes in California have been accompanied by surface rupture. Surface rupture refers to the actual fracturing of the ground surface along the fault trace. This fracturing can either involve a sideways or horizontal displacement (lateral) or a vertical displacement. The 1906 San Francisco earthquake had as much as a 20-foot offset. The 1857 Fort Tejon earthquake caused 21-foot displacements. Sometimes the fault displacement occurs in a gradual and continuous manner rather than with a single event characterized by most earthquakes. This slow, gradual movement is referred to as fault creep. Fault creep can damage structure that are built on top of fault traces. Surface rupture is not a significant hazard in Cudahy because the nearest fault trace is 6 miles from the City.

Ground Failure and Liquefaction

Various types of ground failures accompany earthquakes. These include landslides, fracturing, cracking and fissuring, liquefaction of sand layers, slumping, subsidence, uplift and tilting. Liquefaction is the process where soil behaves like liquid due to the loss of internal cohesive strength. Groundshaking from earthquake can cause the loss of soil cohesion (liquefaction) and can result in horizontal ground movement and settlement. This, in turn will cause structural failure and damage to pipes, roadways and buildings.

The City of Cudahy is located on alluvial soils deposited by the nearby Los Angeles River before it was channelized. The primary factors that govern an area's susceptibility to liquefaction are age and type of sedimentary deposit, penetration resistance, and depth to groundwater. Recent deposits are more susceptible to liquefaction since age and compaction increase with soil depth, thus, lessening liquefaction potential.

The youngest sediments in the region occur in the flood plain areas of the Los Angeles, San Gabriel, and Santa Ana Rivers which have been responsible for periodic flooding in the past 150 years. The City of Cudahy is underlain by late Holocene (past 1,000 years) alluvium consisting of silt, gravel, sand, and clay and is characterized by soils that were flooded historically by the Los Angeles River. These soils are highly susceptible to the effects of liquefaction because they are not highly cemented. In addition, the groundwater is at relatively shallow depths ranging from 10 to 30 feet. In a comprehensive study of the earthquake risk in Southern California, Cudahy was found to be in an area with high to moderate risk for liquefaction (USGS, 1985). Past studies of the area classified the City with a very high potential due to perched groundwater. Pumping and subsequent overdrafting has caused the water table to lower, thereby reducing the risk of liquefaction.

The liquefaction potential in the City is shown in Exhibit 7-2. Areas with a high potential for liquefaction have groundwater levels at 10 feet or less below the ground surface. Areas with moderate liquefaction potential have groundwater levels at 10 to 30 feet below the surface.

Other Seismic Effects

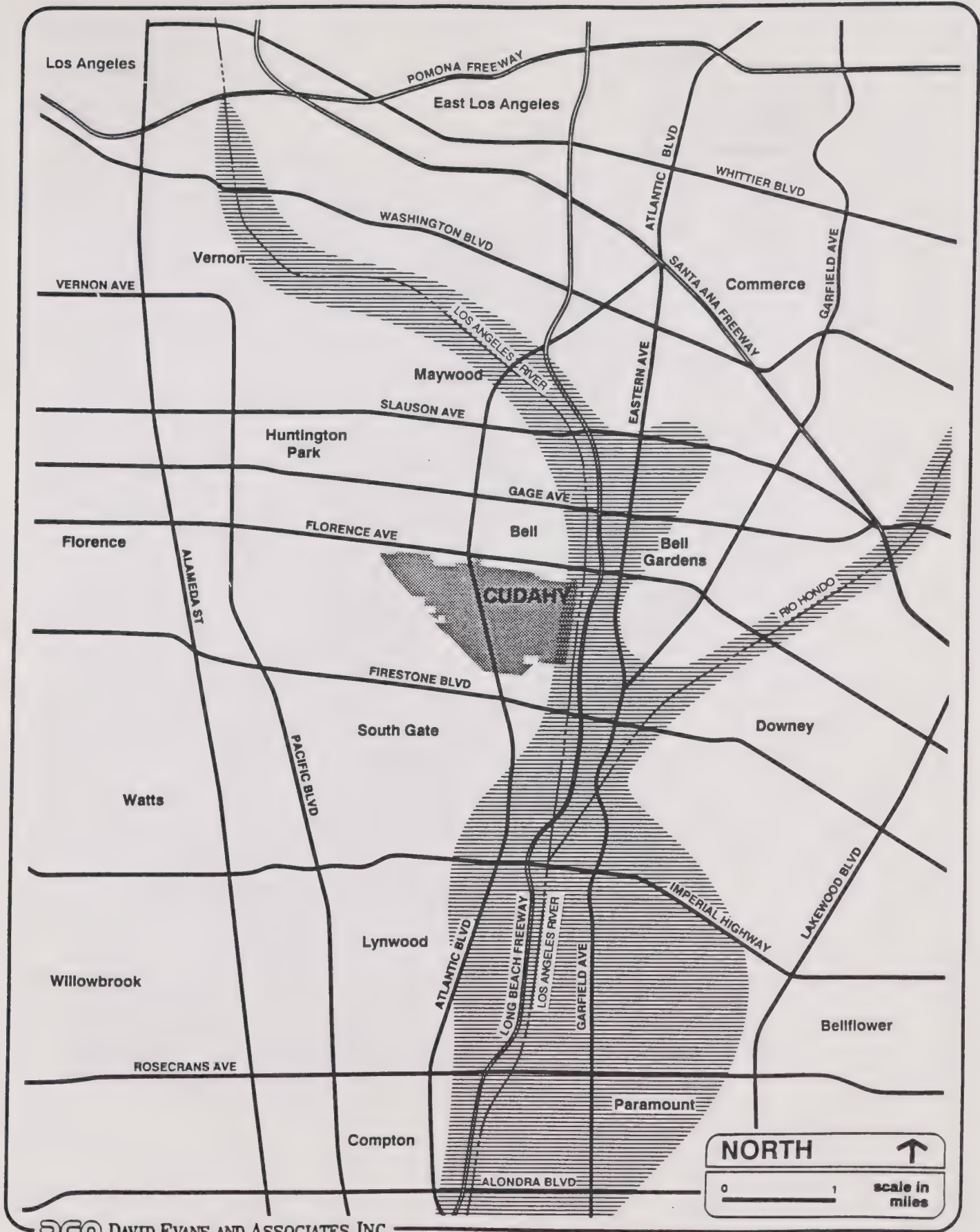
Activity from fracturing, cracking and fissuring within the City of Cudahy would not be significant. Compaction, subsidence, uplift, tilting and warping are also considered insignificant in the area. Seiche and tsunamis will not affect the City of Cudahy because of it is 15 to 20 miles from the Pacific Ocean and because there are no significant bodies of water within or near the City. The City of Cudahy is relatively flat, thus, no landslide and soil erosion hazards can be expected.

FLOODING (DAM INUNDATION)

There are no major bodies of water or watershed areas near Cudahy. Thus, hazards from a 100-year or 500-year flood are negligible. The National Flood Insurance has designated Cudahy as an area with no special flood hazard. The Los Angeles River is east of the City and has been constructed to withstand flooding potential in the area. Failure of the river channel is unlikely but stormwater overflow may occur. Exhibit 7-3 shows the flood hazard of the Los Angeles River.

Large areas downstream of the Hansen and Sepulveda Dams are at risk of inundation in the event of dam failure. The entire City of Cudahy is within the inundation areas of the Hansen and Sepulveda Dams. The Hansen and Sepulveda Dams are operated by the Army Corps of Engineers and were constructed primarily for flood control. The flood hazards associated with dam failure will affect most areas south of the dams including the City of Cudahy.

The Hansen Dam is located on the northern edge of San Fernando Valley, 4 miles west of Sunland. It provides flood protection to all cities downstream and improves the use of the Los Angeles River Channel. The inundation area of the Hansen Dam include areas along the Tujunga Creek and several communities in the valley, the City of Los Angeles, cities in south central Los Angeles, and areas along the Los Angeles and San Gabriel Rivers. The City of Cudahy is 26.1 miles south of the dam but dam failure will affect the entire City of Cudahy. Flood waters will arrive approximately 18 hours after failure with a maximum depth of 1 foot at around 21 hours after failure (see Exhibit 7-4).



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Exhibit 7-3
Los Angeles River Flood Hazards

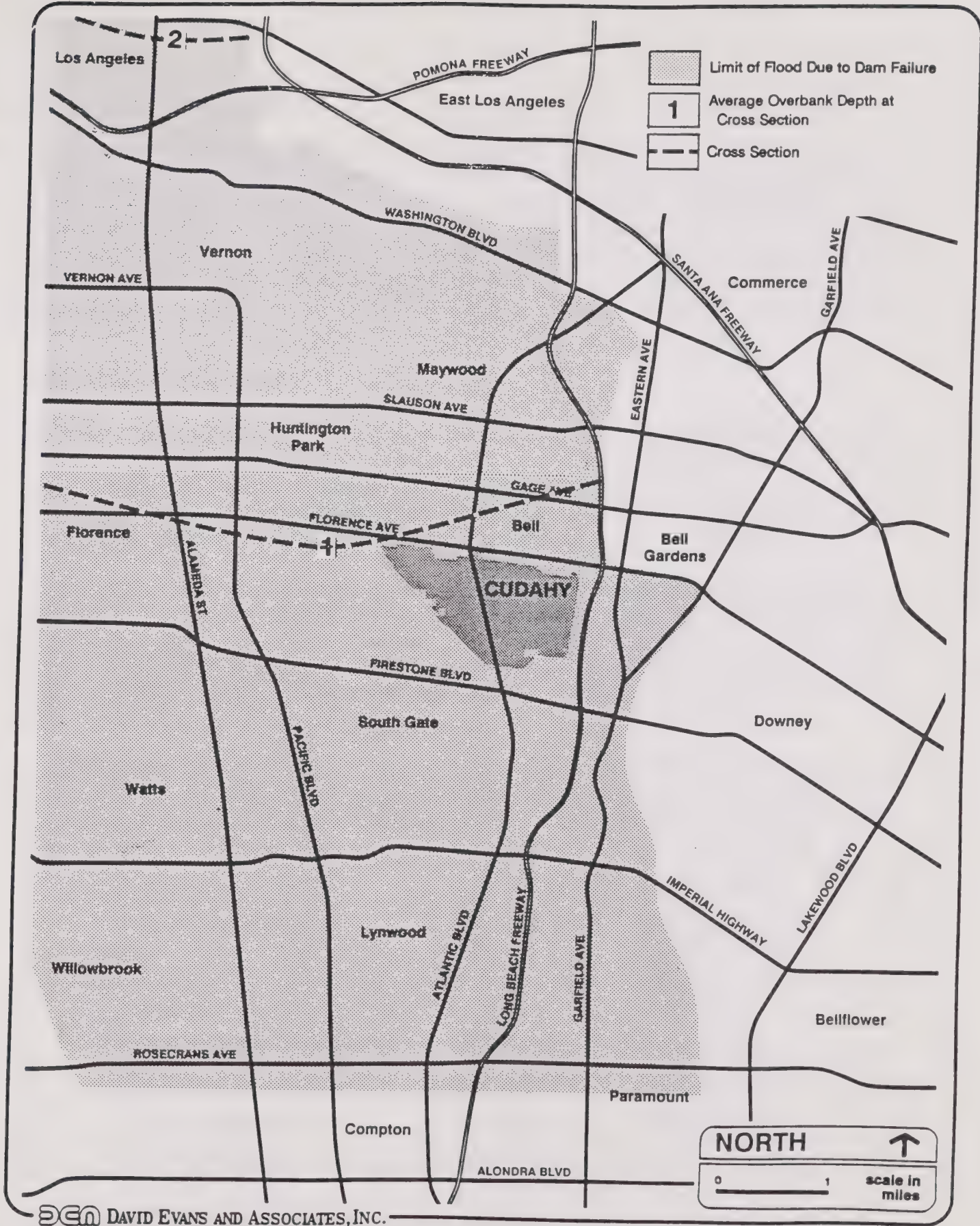


Exhibit 7-4
Hansen Dam Inundation Area

The Sepulveda Dam is located on the Los Angeles River near the intersection of the Ventura and San Diego Freeways near Van Nuys. The probable maximum flood from the Sepulveda Dam is expected to last 4 days with a total volume of 163,200 acre-feet. The flood will affect areas along the Los Angeles River, and the cities of Los Angeles, Huntington Park, South Gate, Compton, Lynwood, Maywood, Bell, Commerce, and Bell Gardens. The City of Cudahy is approximately 26.8 miles from the dam and the flood will arrive at the City 10 hours after failure. A maximum flood elevation of 2 feet is expected approximately 11.5 hours after failure (see Exhibit 7-5).

HAZARDOUS MATERIALS

The risks posed by the improper handling of hazardous materials include toxic pollution, contamination and associated health problems. Several laws and regulations have been recently passed to control hazardous materials use and disposal. The City of Cudahy enacted an ordinance to comply with the siting criteria of the County Hazardous Waste Management Plan for hazardous waste facilities, as required by Assembly Bill 2948.

Hazardous materials use and waste generation is generally related to industry and landfills. There are no operating landfills in Cudahy but there are several industries who use and generate hazardous materials and waste. These hazardous materials users are listed in Table 7-3 and shown in Exhibit 7-6. Numerous other industries in the neighboring cities of Bell, South Gate, Huntington Park and Bell Gardens use or generate hazardous materials which could affect residents of Cudahy.

TABLE 7-3 HAZARDOUS MATERIALS HANDLERS			
Site No.	Business Name	Address	Group Code
1	Arco Service Station	7200 S Atlantic Blvd	Minor handler
2	Hy-O-Lene Oil Corp.	4539 Cecelia St	Major handler - large volume and certain processes
3	Grande Vista Steel & Metal Supply	4611 Cecelia St	Minor handler
4	Custom Chemical Formulators Inc.	4630 Cecelia St	Major Handler
5	Red Plastic Co. Inc.	4900 Cecelia St	Moderate Handler
6	Alvarez Trucking Inc.	4843 Cecelia St	Moderate handler
7	Grating Pacific Inc.	4839 Patata St	Moderate handler

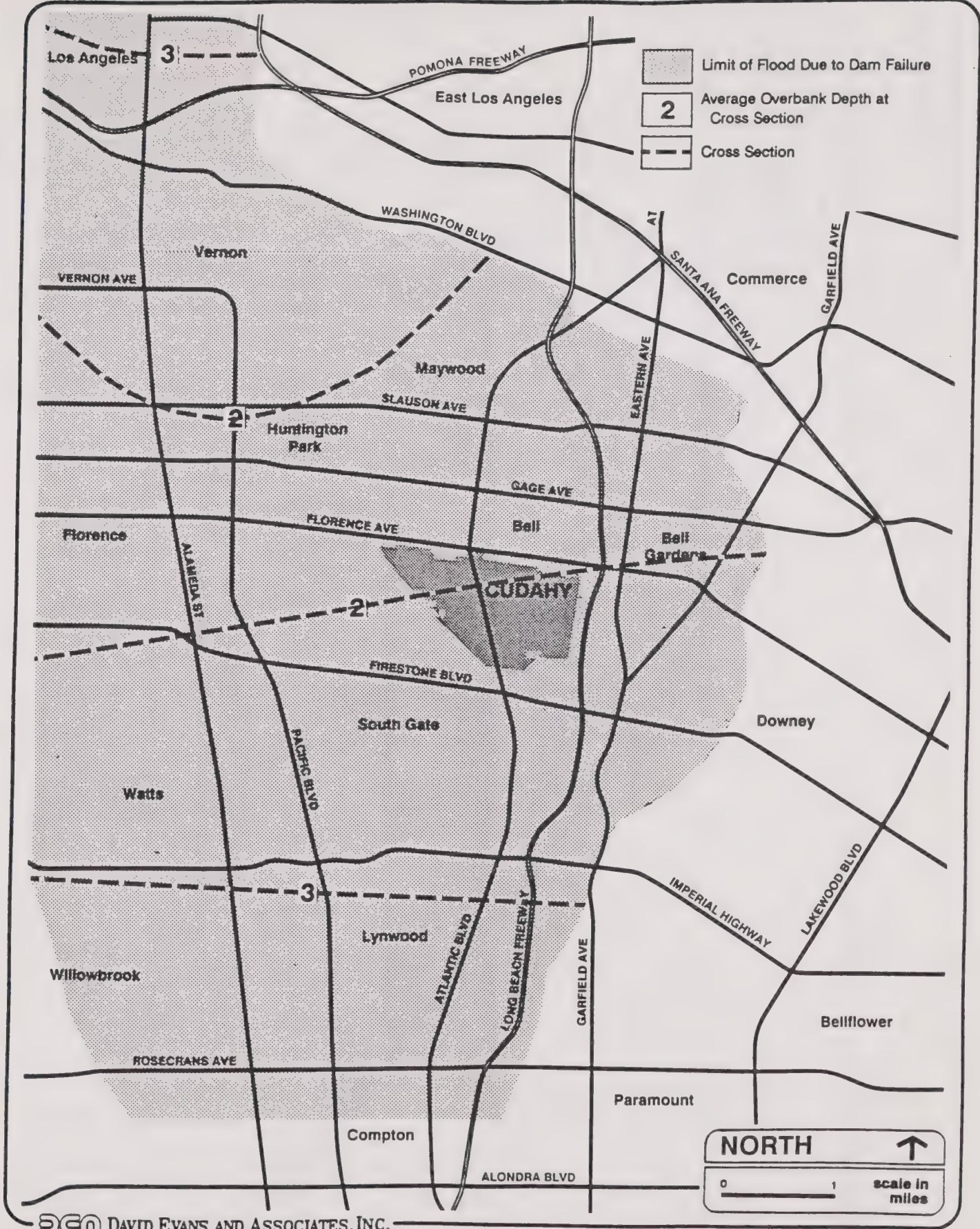


Exhibit 7-5
Sepulveda Dam Inundation Area

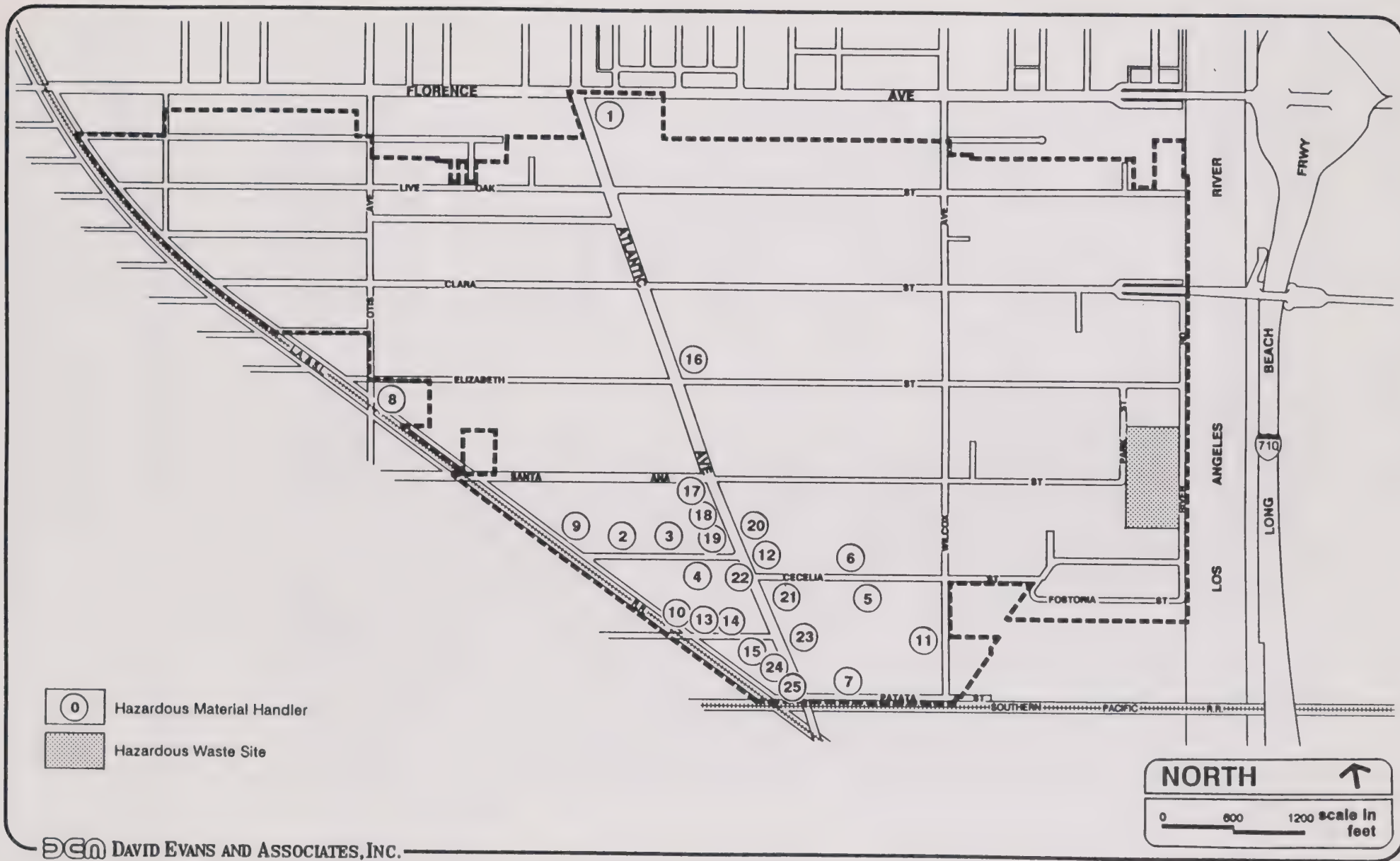


Exhibit 7-6
Hazardous Materials

**TABLE 7-3
HAZARDOUS MATERIALS HANDLERS**

Site No.	Business Name	Address	Group Code
8	So Cal Edison Co	7930 Salt Lake Ave	Major handler
9	Commando Plastics Corp	8250 Salt Lake Ave	Moderate handler
10	Myers Engineering Inc.	8376 Salt Lake Ave	Major handler
11	Turner Casting Corp	8333 Wilcox Ave	Moderate handler
12	Rebuilt Metalizing Co	8232 1/2 Atlantic Ave	Minor handler
13	Day-Glo Color Corp	4615 Ardine St	Major handler
14	Industrial Electric Service	4623 Ardine St	Minor handler
15	Coast Paper Box Co	4650 Ardine St	Minor handler
16	U-Haul Moving & Storage	7842 Atlantic Ave	New handler not yet grouped
17	Choi's Mobil	8029 S Atlantic Ave	Minor handler
18	Challenge Marketing Co Inc #22	8111 Atlantic Ave	Minor handler
19	Western Diesel Electric	8135 Atlantic Ave	Moderate handler
20	Windmill Industries	8222 S Atlantic Ave	Moderate handler
21	ITL Inc	8330 S Atlantic Ave	Moderate handler
22	Cudahy Bldg Materials	8331 Atlantic Ave	Minor handler
23	M Stephens MFG Inc	8420 S Atlantic Ave	Major handler
24	General Inspection Lab Inc	8427 Atlantic Ave	Major handler
25	Mike Roche Inc	8445 S. Atlantic Ave	Major handler

The hazardous materials area plan for Los Angeles County is implemented by the County Fire Department. The Fire Department has made an inventory of hazardous materials/waste facilities, established emergency notification response and pre-emergency planning measures, and disseminates public safety information. Individual users are required to prepare risk management and prevention programs to keep employees aware of procedures necessary to prevent spills and to minimize risks during accidental spills.

The U.S EPA Superfund Program has identified potential hazardous waste sites nationwide and appropriates clean-up funds according to priorities. State agencies (Department of Health and Safety, Regional Water Quality Control Board, Office of Planning and Research) also monitor hazardous materials and waste facilities. Two sites have been identified within the City of Cudahy (see Table 7-4). The Vloedman Dump/Steepleton Dump is the current site of the Park Avenue Elementary School, City Hall, Cudahy Park and Public Library. The site was formerly a glass recycling and bottle-making factory, or waste impoundment area and an open dump.

TABLE 7-4 HAZARDOUS WASTE SITES LISTING		
Steepleton B H 5310 Elizabeth Street	DS1 - discovered 4/86 PA1 - Preliminary Assessment 4/86	Cerclis, OPR list
Vloedman Dump 5240 E. Santa Ana Street	DS1 - Discovered 9/86 PA1 - Preliminary Assessment 9/86-6/87 PA2 - Second Assessment 6/88	Cerclis, OPR list
Source: Cerclis, EPA; OPR Hazardous Waste and Substance Sites List.		

The Steepleton site is on the northern end of the site, near Elizabeth Street. From the late 1940' to early 1950's, B.H. Steepleton operated a facility that accumulated broken glass, washed them with unknown solvents and melted and reform the glass into various shapes. After the glass facility closed, the site was used for waste disposal until 1960. The site owned by Vloedman was an impoundment area near the Los Angeles River. According to local officials and residents, waste oil, refinery sludge, refinery tank bottoms and U.S. Armed Forces barges were dumped on site. The open dump area is on the southern section near the Santa Ana Street terminus. It held steel, cable, trash, concrete, wire, brick, paper, wood, and glass. Petroleum, black oil, tar and oil, and other organic materials were also found.

Oil seeps have been penetrating the asphalt playground of the Park Avenue School since 1968. Several investigations have been conducted on site. Fill material, asphalt, concrete, hardened tar, oozing oil, and methane gas have been found. Ground contamination is evident from high concentrations of mercury, zinc, bithel, cadmium, 2-methylnaphthalene and xylenes. A monitoring groundwater well has been installed and oil seep samples are inspected regularly to prevent heath risks to students and adjacent residents. Gas vent systems have been installed at the site. No evidence of groundwater or air pollution from the site has been documented, although petroleum hydrocarbons were detected in the perched aquifer beneath the site. The school was temporarily closed while the district placed vertical and horizontal plastic sheets around the area and resurfaced the grounds.

Aside from on-site users, transportation routes present some risk for hazardous material spills. The Long Beach Freeway, east of the City, is a major route that is open to vehicles carrying hazardous materials. Aside from accidental spill, hazardous materials present fire and explosion hazards during transport. Transporters of hazardous wastes are required to be certified by the Department of Transportation and manifests keep track of hazardous materials during transport. Transporters are allowed within 1 mile of freeways and other designated routes for refueling and other services. City streets used for the transport of hazardous and toxic substances in and through the City include the designated truck routes of Florence Avenue, Atlantic Avenue and Salt Lake Avenue.

Railroads are also used for the transport of hazardous materials and wastes. The Union Pacific railroad runs west of the City and the Southern Pacific railroad runs along the alignment of Patata Street south of the City. Petroleum and chemical trains could be subject to spills, derailment and the related hazards of fire and explosion. Although only 5 to 7 trains pass on each track daily, the City and local enforcement officials can establish emergency response procedures for potential hazardous material/waste accidents.

There are 5 oil and gas pipelines in and near the City. Chevron has 3 lines in the eastern section of Cudahy and Arco has two lines along Salt Lake Avenue west of the City. Exhibit 7-7 shows the location of these lines. Rupture of these lines due to earthquake, groundshaking, or other causes will result in gas and oil leakage in the area. Explosion and hazardous materials contamination is very likely to occur if any of these lines are damaged.

Illegal hazardous material/waste dumping is a concern in the City. With increasing regulation and costs to dispose of hazardous materials, users and generators of the hazardous materials may resort to illegal dumping and disposal. There has been such incidents and monitoring activities could prevent future dumping and disposal within the City.

URBAN FIRE

The City is urbanized and no wildland areas are present in or near the City. As a result, fire hazards are largely related to structural fires. Urban fire hazards are presented by a variety of human activities and are often due to accidents, carelessness and negligence on the part of individuals engaged in activities that involve fire sources or electricity. Fires occur from faulty wiring or mechanical equipment, accidents with appliances and equipment, cigarettes, matches and other fire sources. Fires are made worse by combustible construction materials and the absence of fire alarm and sprinklers systems.

Older structures are more prone to fire hazards since they often do not comply with current and more stringent standards for fire safety construction. Structures with open stairwells and no sprinklers also pose a fire hazard. Power and gas lines are particularly sensitive to fire and could cause explosions.

To minimize fire hazards, the Fire Department sets standards for building design and construction. It requires adequate water supply for firefighting purposes, fire retardant construction, fire lanes and other standards. Fire prevention information and drills keep everyone aware of the prevention practices and ways to reduce loss and injury during a fire. Industrial areas, gas transmission lines and distribution lines and high voltage power lines present potential sources of fire.

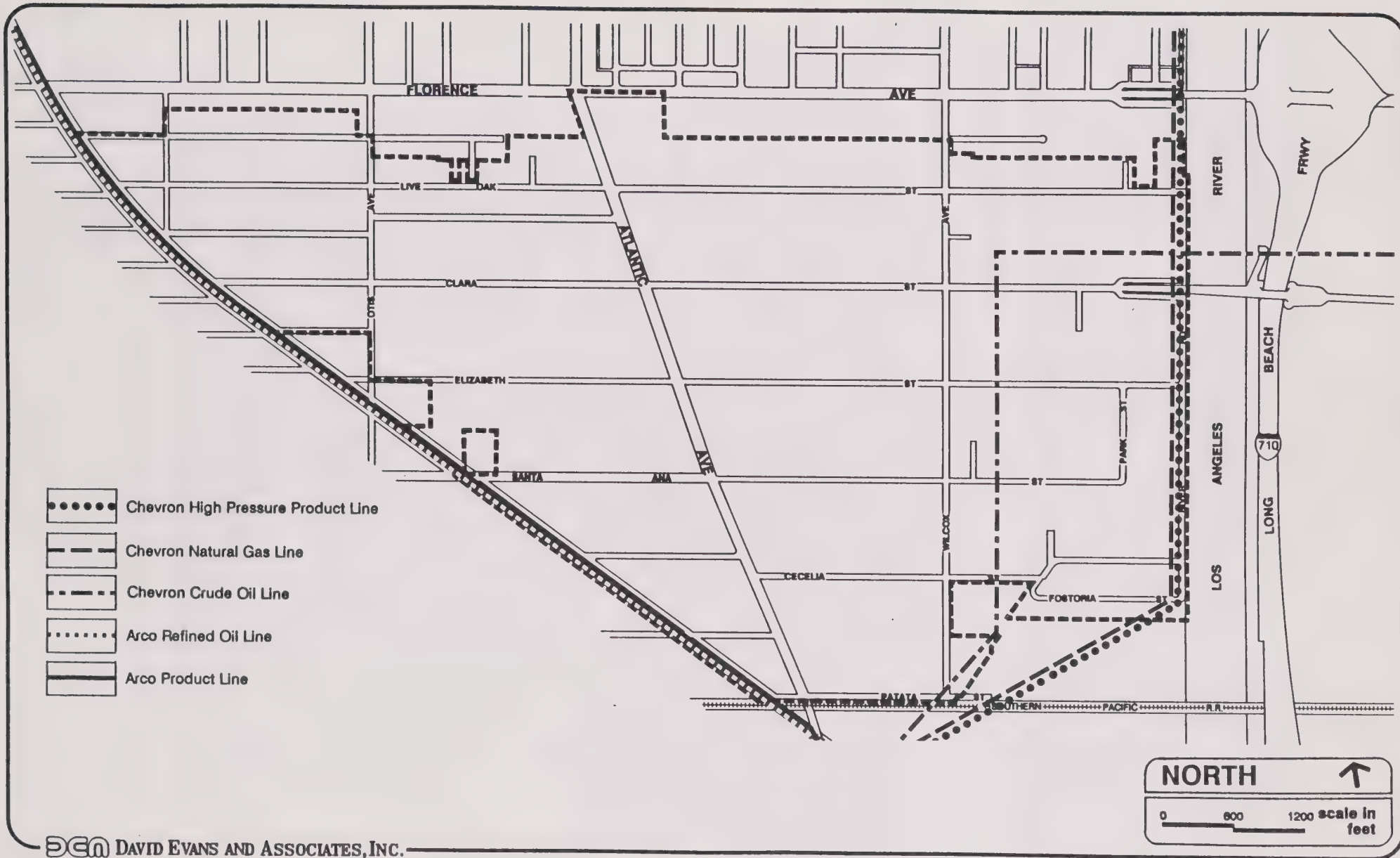
CRIME

Crimes and other acts of violence undermine the sense of security and threaten public safety. While individuals can take personal precautions to protect themselves from harm, the City provides police protection services through contracts with the County Sheriff's Department.

Aside from constant police patrol, the Sheriff's Department has anti-gang and narcotics programs designed to control gang violence and drug trafficking and abuse.

Crimes in Cudahy are concentrated along the Atlantic Avenue corridor, a main commercial area in the City. Table 7-5 lists reported crimes in Cudahy from 1987 to 1989. The majority of crimes committed are burglaries, motor vehicle thefts and larcenies. Gang violence and drug trafficking are also special concerns in Cudahy.

TABLE 7-5 CRIME STATISTICS - 1987 to 1989			
Type of Crime	1987	1988	1989
Willful Homicide	0	1	1
Forcible Rape	5	2	4
Robbery	64	80	67
Aggravated Assault	66	116	70
Burglary	268	340	117
Motor Vehicle Theft	153	195	203
Larceny/Theft	198	244	293



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TABLE 7-5
CRIME STATISTICS - 1987 to 1989

Type of Crime	1987	1988	1989
Arson	6	2	0
Total	760	980	755

Source: Office of Criminal Statistics, California Department of Justice, 1990.

EMERGENCY SERVICES

Fire Department

The Los Angeles County Fire Department provides fire prevention and protective services to Cudahy and the surrounding cities of Bell, Maywood, Bell Gardens, South Gate, Commerce and Huntington Park. Fire Stations 163 (located in Bell) and 54 (located in South Gate) provide initial response to the City. They have approximately a 3-minute response time for fire emergencies. As part of the Consolidated Fire Protection District, the services of other county fire stations are available to Cudahy as needed. Exhibit 7-8 shows fire and police station locations. Table 7-6 provides station resources and manpower.

TABLE 7-6
FIRE STATION RESOURCES AND MANPOWER

Station & Address	Resources	Manpower
Station 163 6320 Pine Avenue Bell	Engine 163 Paramedic Squad 163	4 2
Station 54 4867 Southern Avenue South Gate	Engine 54	4
Station 164 6301 S. Santa Fe Avenue Huntington Park	Engine 164 Truck 164 Paramedic Squad 164	4 4 2
Station 39 7000 Garfield Avenue Bell Gardens	Engine 39 Paramedic Squad 39	3 2

Source: Los Angeles County Fire Department, 1991

Cudahy has a 3 fire hazard severity rating (on a scale of 1-10 with 1 as the best). This rating is based upon criteria set forth by the Insurance Service Office which considers three primary factors: fuel loading capacity (in terms of natural vegetation), fire weather (i.e., in terms of critical fire weather day frequency) and slope characteristics. The distance to the nearest fire station and fire hydrant is also considered in the rating. The fire hazard and severity rating for Cudahy is due primarily to light fuel materials and a relatively moderate number of critical fire weather days. The City currently has a deficiency in its water delivery systems and may not be able to provide adequate fire flows in case of a major fire under extreme circumstances.

Sheriff's Department

The Los Angeles County Sheriff's Department is responsible for the police protection and law enforcement in Cudahy. The City used to contract with the City of Bell for police services. In 1990, Cudahy started to be served by County Sheriff's Department through its East Los Angeles Station. The Sheriff is responsible for general law enforcement, traffic law enforcement, neighborhood watch programs, investigative and administrative support services, disaster planning, and special anti-drug and anti-gang programs (Substance Abuse Narcotics Education offered by the Sheriff in city schools).




The City contracts for 8 marked patrol units operating 40-56 hours per week. A substation is located in the Clara Street Park, which is used as a small office by personnel assigned in the area. Emergency response time averages 3.4 minutes and non-emergency response time averages 5.3 minutes.

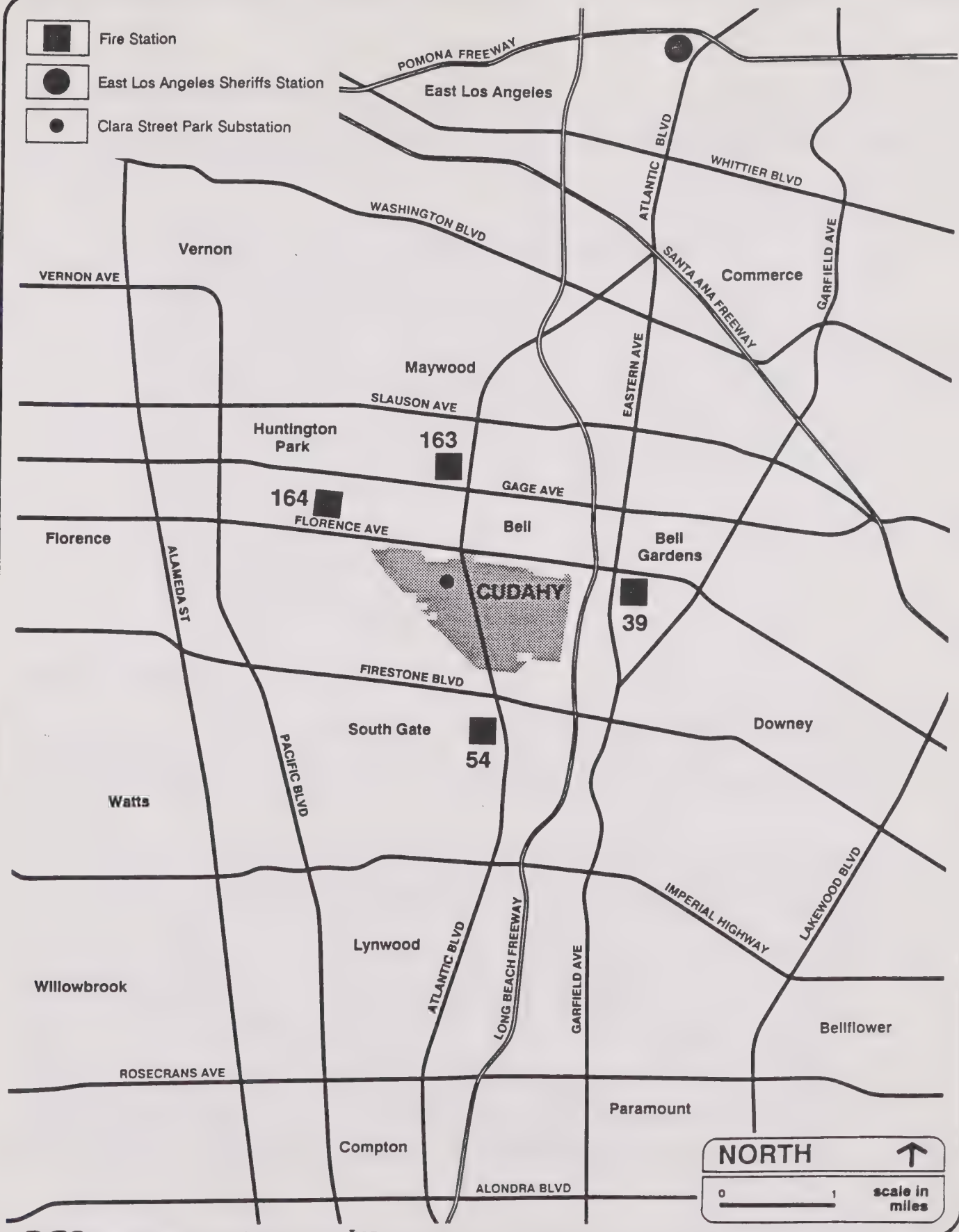
Clinic/Hospital Services

There are no hospitals or clinics within the City of Cudahy. The nearest hospital is Mission Hospital on Florence Avenue in Huntington Park. It is a private hospital with approximately 100 beds. Other hospitals in the area are the Rancho Amigos Medical Center in Downey, the Los Angeles Community Hospital in East LA, St Francis Hospital in Lynwood and the Martin Luther King Hospital in Willowbrook. The Kaiser Permanente Medical Center was recently opened on Atlantic Avenue and provides immediate care and out-patient services to the City and neighboring communities.

Critical Facilities

Structures and facilities in the City of Cudahy which provide emergency planning and services should be located and constructed to withstand any major damage. This will ensure that they are functional during emergencies and are suitable as evacuation shelters.

-  Fire Station
-  East Los Angeles Sheriffs Station
-  Clara Street Park Substation



NORTH ↑

0 ————— 1 scale in miles

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Exhibit 7-8
Fire and Sheriffs Stations

Structures which hold large groups of people are also considered critical facilities. Cudahy has the following critical facilities:

City Hall
City Council Chambers - Bedwell Community Center
Social Service Agency
City Maintenance Yard
Cudahy Library
Cudahy Post Office
Elizabeth Street Elementary School
Park Avenue Elementary School
Teresa Hughes Elementary School
Clara Street Primary Center
Community Christian Center
SCE Substation
142nd Air Reserve (USAF/CAP)
Clara Commons Senior Center
Leo Turner Community Center
Department of Public Social Services

Mass Care Facilities

Emergencies or disasters in the City would require the evacuation of crowds and the provision of temporary shelters. Mass care facilities that could serve the City of Cudahy include existing schools of the LAUSD and a number of American Legion Halls. Table 7-7 and Exhibit 7-9 lists these facilities and their capacities.

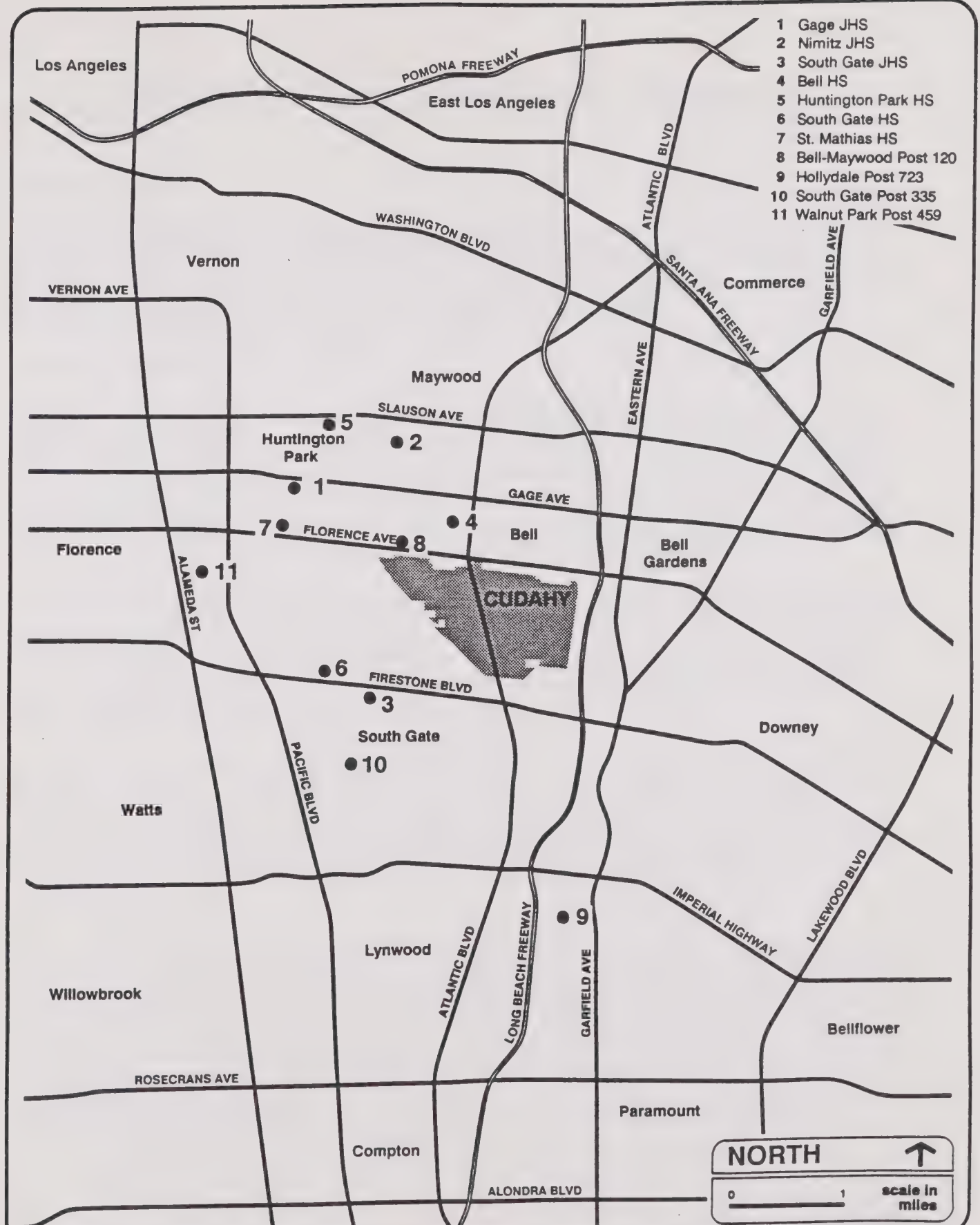
TABLE 7-7 EMERGENCY MASS CARE FACILITIES		
Facility	Address	Capacity
Gage Junior High School	2880 E. Gage Ave., Huntington Park	2,804
Nimitz Junior High School	6021 Carmelita Ave., Huntington Park	3,415
South Gate Junior High School	4100 Firestone Ave., South Gate	3,518
Bell High School	4328 Bell Ave., Bell	3,617
Huntington Park High School	6020 Miles Ave., Huntington Park	3,692
South Gate High School	3351 Firestone Blvd., South Gate	3,084
St. Mathias Parochial High School	6003 Stafford Ave., Huntington Park	349

TABLE 7-7
EMERGENCY MASS CARE FACILITIES

Facility	Address	Capacity
American Legion Halls		
Bell-Maywood Post 120	3665 E. Florence Ave., Bell	53
Hollydale Post 723	11269 Garfield Ave., South Gate	59
South Gate Post 335	9535 California Ave., South Gate	59
Walnut Park Post 459	7627 Santa Fe Ave., Huntington Park	52
Source: Cudahy Emergency Plan, 1990.		

The City has one emergency fallout shelter, the Elizabeth Street School, which can hold 150 persons. The school is at 4811 E. Elizabeth Street in Cudahy.

- 1 Gage JHS
- 2 Nimitz JHS
- 3 South Gate HS
- 4 Bell HS
- 5 Huntington Park HS
- 6 South Gate HS
- 7 St. Mathias HS
- 8 Bell-Maywood Post 120
- 9 Hollydale Post 723
- 10 South Gate Post 335
- 11 Walnut Park Post 459



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Exhibit 7-9
Emergency Mass Care Facilities

SECTION 8: NOISE ELEMENT PROFILE REPORT

INTRODUCTION

The Noise Element Profile Report discusses the characteristics of noise, the existing noise environment in the city, stationary and mobile sources of noise and projected noise levels at buildout of the land use plan. It also provides state and federal guidelines for the control of noise levels and summarizes the city's existing noise ordinance.

NOISE SOURCES

The City of Cudahy, like most communities in the region, is subject to noise from a wide range of sources. These noise sources are typically classified as mobile or stationary sources. Mobile noise sources refer to freeway and roadway traffic, passing trains, and aircraft. Noise sources are stationary if they are not transportation related and is generally noise emitted from machinery or equipment. Other sources of stationary noise may include air conditioners, loud music from stereos, machinery, and construction activities.

Roadway traffic is often the major source of noise in a community. As in Cudahy, vehicles travelling on city streets result in continuous background noise. The adjacent Long Beach Freeway is another major source of mobile noise which adds a constant hum of vehicles to the local environment. Intermittent train travel on the western and southern boundaries of the City add to peak noise levels 5 to 7 times daily.

Stationary noise sources in Cudahy are concentrated in the industrial and commercial sections of the City. Industrial activities may result in high noise levels at certain times when loud machinery is in operation. Commercial and business activities, clients and patrons are the main sources of noise along the Atlantic Avenue commercial corridor. Schools also create their own type of noise from buses, students, school activities, and outdoor games.

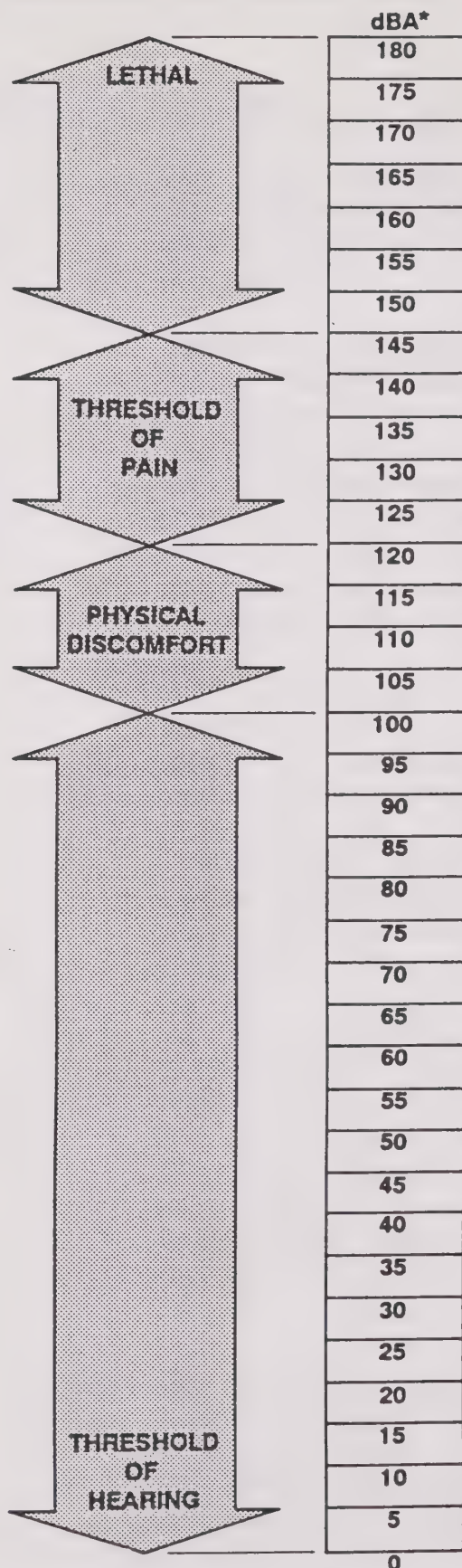
There are numerous ways to describe the intensity of noise. The community noise equivalent level (CNEL) is often used to evaluate noise impacts. CNEL represents an A-weighted 24-hour average noise level. It includes an additional 5 dBA penalty for events occurring in the evening (7 p.m. to 10 p.m.) and a 10 dBA penalty for events occurring in late evening and early morning hours (between 10 p.m. and 7 a.m.). This allows the CNEL measurement to reflect the increased sensitivity to noise during the evening, night, and early morning hours. Exhibit 8-1 provides typical noise levels generated by various activities and the effects of these noise levels on people.

NOISE STANDARDS

Noise influences the quality of the environment. People often relate noisy areas with chaos and disorder while quiet areas evoke more favorable perceptions. Noise can disrupt work activities, decrease the enjoyment of leisure and recreation, interfere with hearing and conversations or cause physical discomfort. Research shows that noise is linked to stress-related health problems such as heart disease, ulcers and high-blood pressure, although direct relationships have not been established. The negative effects of noise are widely recognized and public agencies have established ways of controlling noise or minimizing their impacts.

A number of federal agencies have adopted standards and recommended noise criteria to protect people in both the working and home environments. These are listed below:

- In 1969 and 1970, the Department of Labor established occupational noise regulations through the Walsh Healey Public Contracts Act and set standards for noise exposure for all businesses engaged in interstate commerce through the Occupational Safety and Health Act (OSHA).
- The Federal Highway Administration (FHWA) has set design standards for different land uses. These standards are used in the planning and design of federally-funded highway projects.
- The Department of Housing and Urban Development (HUD) has environmental criteria for determining project acceptability of HUD-assisted housing and financial assistance programs. It includes noise standards of 65 dB Ldn for residential areas. These standards can be used to assess the exposure of sites to present and future noise conditions.
- In 1972, the Noise Control Act authorized the Environmental Protection Agency to publish data on the effects of noise. This included noise levels requisite to protect public health (hearing loss) and welfare (annoyance) with an adequate margin of safety.
- The State of California has adopted noise standards for areas not regulated by the federal government. State standards cover noise from motor vehicles, freeway noise affecting classrooms,



*The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound. Thus the sound level for noise evaluations is frequently expressed in dBA.

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noise insulation of structures, occupational noise control and airport noise. The California Motor Vehicle Code sets noise limits for vehicles according to type of vehicle and date of manufacture.

- California Streets and Highways Code Division 1, Chapter 1, Article 6 requires State-funded noise abatement programs for freeway construction or any use which will result in noise levels exceeding 55 dBA L_{10} or 52 dBA Leq at existing classrooms, libraries, multi-purpose rooms, and pupil personnel services of public and private elementary and secondary schools. The noise abatement program may include acoustical treatment, elimination of windows, air conditioning, sound buffer structures and other mitigation measures.
- Sound Transmission Control Standards in the California Administrative Code, Title 24, Building Standards, Chapter 2.5 outline noise insulation performance standards for new hotels, motels, apartment houses, and dwellings other than detached single-family units. It requires an interior noise level of 45 dB CNEL or less for residential projects. For projects near noise sources (airport, major roads, and industrial areas), an acoustical analysis must be made to show compliance with the standards.
- Noise standards in Title 21, Public Works, Chapter 25, Division of Aeronautics of the same code require compatible land uses within a criterion CNEL contour. Compatible and incompatible land uses have been identified for areas within an airport's 65 dB CNEL. Occupational Noise Control Standards are also found in Title 8, Industrial Relations, Chapter 4 of the state Administrative Code. It provides permissible noise level exposure at the workplace in terms of permitted hours per weekday.
- The California Office of Noise Control has prepared "Guidelines for the Preparation and Content of Noise Elements of General Plans". This provides a guide for land use compatibility of noise sensitive land uses in areas subject to noise levels of 55 to 80 dB CNEL or L_{dn} . Residential uses are

normally unacceptable in areas with 70 dB CNEL and conditionally acceptable within 60 to 70 dB CNEL. The CNEL land use compatibility standards are shown in Exhibit 8-2.

- The City of Cudahy has development standards for noise in its Municipal Code. It states that residential uses shall not be subject to noise levels greater than 60 dB; business and industrial uses to noise levels not greater than 70 dB and heavy industrial uses to levels not greater than 75 dB. It also states that from 9 PM to 7 AM, residential zones should have ambient noise levels of 50 dB or less with exceedances of 10 dB for a single 15 minute period in one day. Maximum permitted sound levels for impact noise may exceed 20 dB.

MOBILE NOISE

The major source of ambient noise in the City comes from freeway, roadway and railroad traffic. The noise generated by traffic on the Long Beach Freeway is significant. Where the freeway is closest to the City, its lanes are at a lower elevation and separated from the City by the Los Angeles River. This helps reduce noise impacts in the City.

Another major source of mobile noise in Cudahy consists of auto and truck traffic on major roadways in the area. Based on traffic volumes and potential noise impact on residential areas, the following streets generate the greatest noise impacts: Atlantic Avenue, Salt Lake Avenue, Clara Street, and Florence Avenue.

Railroad traffic noise is intermittent throughout the day. The Southern Pacific Railroad line runs along the southern boundary of the City and is used 7 times per day on average. Trains runs at approximately 25 miles per hour on welded tracks. The Union Pacific railroad tracks are located west of the City and are used 5 to 6 times daily with trains from downtown Los Angeles to the Los Angeles Harbor and back. Trains create individual noise impacts of several minutes during each pass. Noise from passing trains is dependent on the number of trains, speed, type of tracks, grade crossings, track curves, crossings bells and train horns, and type of trains. Tracks at the Union Pacific Rail segment are bolted while the Southern Pacific tracks are welded. Bolted tracks create more noise than welded ones. Also, the Union Pacific tracks curve and follow the alignment of Salt Lake Avenue. Squeals from train wheels are more likely on curved tracks.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL-LOW DENSITY SINGLE FAMILY, DUPLEX MOBILE HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
RESIDENTIAL- MULTI FAMILY	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
TRANSIENT LODGING- MOTELS, HOTELS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SCHOOLS, LIBRARIES CHURCHES, HOSPITALS, NURSING HOMES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
AUDITORIUMS, CONCERT HALLS, AMPITHEATRES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
PLAYGROUNDS, NEIGHBORHOOD PARKS	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
OFFICE BUILDINGS, BUSINESS, COMMERCIAL AND PROFESSIONAL	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX
INDUSTRIAL, MANUFACTURING, UTILITIES, AGRICULTURE	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX

LEGEND



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65dB CNEL criterion wherever possible and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

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City of



GENERAL PLAN

While there are no airport facilities in the immediate vicinity of Cudahy, aircraft destined for the Los Angeles International Airport do fly over the City. These aircraft are flying within the La Habra-Downey-LAX final approach pattern. Aircraft flying over Cudahy in their final approach are at an altitude of 3,500 feet and descending. Noise from these planes are not at levels that could disturb or disrupt local activities.

Noise along transportation corridors are highest near the roadway and decrease as the distance from the roadway (noise source) increases. Thus, they may be shown as contours that indicate equal noise exposures from the roadway. Noise contour maps show the relative distance of noise levels with respect to the road centerline. Berms, walls and other barriers to the noise path reduce noise levels. Noise contour maps do not reflect the presence of noise barriers and often overestimate noise levels in a community.

The Federal Highway Administration has developed a traffic noise prediction model based on average daily traffic, speed, roadway width, and slope and percentage of trucks and cars. The model provides estimated distances to 70, 65, 60, and 55 CNEL noise contours from the roadway centerline. With these data, noise contour maps may be developed by plotting all to CNEL points to form a contour. This area along the contour would have a time-average sound level of 70 dBA, with individual events high or lower than 70 dBA.

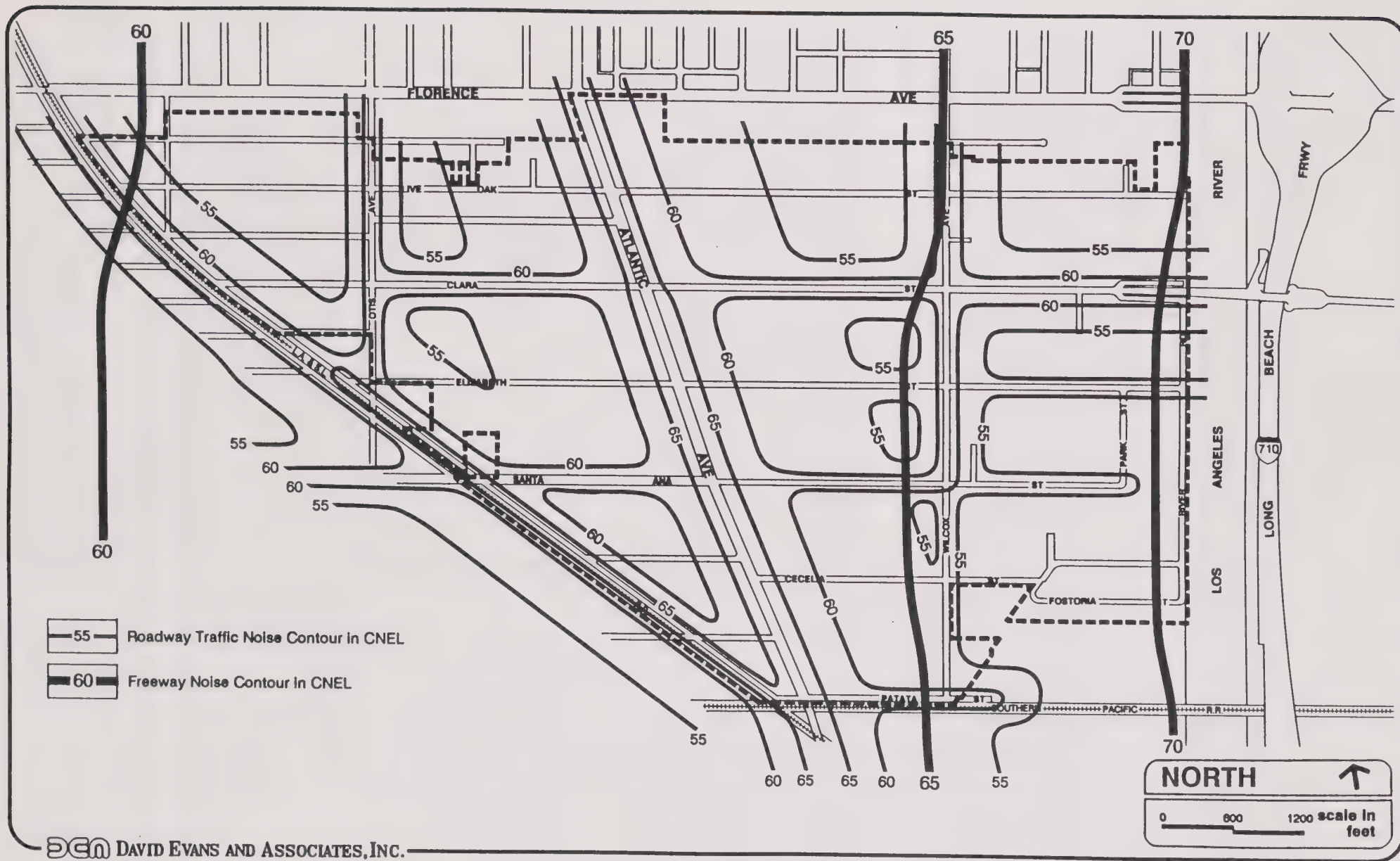
To estimate the existing noise due to traffic along the key arterial roadways in Cudahy, traffic noise levels were calculated using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model (FHWA-RD-77-109, December 1978), as modified to generate CNEL values. Table 8-1 indicates the distances to the 60, 65, and 70 CNEL contours key roadways in the City. These noise levels do not consider any obstructions to the noise path, such as shielding due to buildings or changes in topography, and are therefore considered worst-case scenarios.

**TABLE 8-1
EXISTING ROADWAY NOISE LEVELS**

Distance from Roadway Centerline to CNEL (in feet)					
Roadway Segment		65 CNEL	60 CNEL	55 CNEL	CNEL at 50 feet from centerline
Clara Street -	Wilcox/LA River	0.0	113.5	356.0	62.50
	Atlantic/Wilcox	0.0	79.0	245.7	60.89
	Otis/Atlantic	0.0	63.3	195.0	59.88
Elizabeth Street -	Wilcox/LA River	0.0	0.0	54.5	54.38
	Atlantic/Wilcox	0.0	0.0	135.4	58.43
Santa Ana Street -	Wilcox/Park	0.0	0.0	78.4	56.02
	Atlantic/Wilcox	0.0	52.5	161.8	59.21
	Salt Lake/Atlantic	0.0	83.6	248.7	60.22
Wilcox Avenue -	Patata/Santa Ana	0.0	0.0	70.7	55.56
	Santa Ana/Clara	0.0	89.3	279.8	61.60
	Clara/Florence	0.0	96.2	301.9	61.93
Patata Street -	Atlantic/Wilcox	0.0	74.1	231.2	60.76
Atlantic Avenue -	Patata/Santa Ana	147.9	456.2	1,439.7	67.74
	Santa Ana/Clara	148.3	458.0	1,444.6	67.75
	Clara to Florence	128.9	394.7	1,243.9	67.10
Salt Lake Avenue -	Patata/Elizabeth	60.5	189.0	597.0	65.04
	Elizabeth/Florence	0.0	151.0	476.7	64.06
Otis Avenue -	Elizabeth/Flower	0.0	78.9	246.7	61.05
	Flower/Florence	0.0	73.8	230.2	60.75
Long Beach Freeway	Florence/Firestone	3,069.9	9,705.0	30,686.4	80.05
Worksheets are provided in Appendix C. Source: David Evans and Associates, Inc. 1991.					

Exhibit 8-3 provides the existing noise contours created by vehicular traffic in the City. The noise impacts of the Long Beach Freeway are shown as separate noise contours. The entire City is within the 55 CNEL noise contour of the freeway and almost 90 percent of the area is within the 60 CNEL contour. The area east of Wilcox Avenue is within the 65 CNEL contour and an approximately 300 foot wide strip from the Los Angeles River is affected by noise levels of 70 CNEL.

Sound levels are logarithmical in nature. This means that the 60 CNEL of the Long Beach Freeway and the 60 CNEL of Atlantic Avenue will not result in 120 CNEL in the City.



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Rather, the addition of the same noise levels will result in a 3 dBA increase in noise level, thus 63 CNEL. It is safe to assume that the existing traffic noise levels in Cudahy and the noise from the Long Beach Freeway will create noise levels 3 dBA higher than the higher level shown in Table 8-1 and depicted in Exhibit 8-3.

EXISTING NOISE ENVIRONMENT

Certain activities are particularly sensitive to noise. These include sleep, study, reading, relaxation and other activities requiring intense concentration. Hospitals, libraries and schools are considered noise-sensitive uses and are best located away from noise sources. Residential areas are also recommended away from noise-impact areas. In Cudahy, schools, the library and residences are not found along major highways although residential developments and mobile homes are found along major vehicle routes and near industrial areas.

The noise environment in the City was estimated through a noise survey on May 24, 1991 from 10 AM to 4 PM. Ten locations were selected for the surveys and noise was metered for a 10-minute interval at each site. Exhibit 8-4 shows the 10 locations and Table 8-2 summarizes the results of the survey.

TABLE 8-2 NOISE MEASUREMENTS						
Site	Location	L _{max}	L ₁₀	L ₃₃	L ₅₀	L ₉₀
1	Live Oak St/Bear Streets	77	76.4	73.3	70.7	65.4
2	Otis/Hartle Streets	77	77.0	75.5	74.1	69.4
3	Live Oak Street	78	78.0	75.3	73.8	67.8
4	Wilcox/Clara Streets	88	86.7	82.6	80.5	75.0
5	Atlantic/Clara Streets	88	87.3	84.0	81.4	76.8
6	Elizabeth Street School	87	82.8	76.8	74.4	65.7
7	Santa Ana Street	77	77.0	75.8	74.3	66.7
8	City Hall	78	78.0	74.0	71.4	67.4
9	Atlantic/Cecelia Streets	87	87.0	83.3	80.3	74.4
10	Cecelia/Fostoria Streets	78	77.2	72.9	69.8	65.4
Notes: L _{max} is the maximum sound level recorded during the noise measurement duration. Inferior L ₁₀ is the sound level exceeded 10 percent of the noise measurement duration. L ₃₃ is the sound level exceeded 33 percent of the noise measurement duration. L ₅₀ is the sound level exceeded 50 percent of the noise measurement duration. L ₉₀ is the sound level exceeded 90 percent of the noise measurement duration. It is also considered the background noise level.						
Source: David Evans and Associates, Inc.						

Site 1, 2, and 3 are located within residential areas. Light breeze, cars, an occasional plane and residential noises created the background noise levels at these sites. Noise levels ranged from 64 dB to 78 dB with predominant levels from 65 to 70 dB.

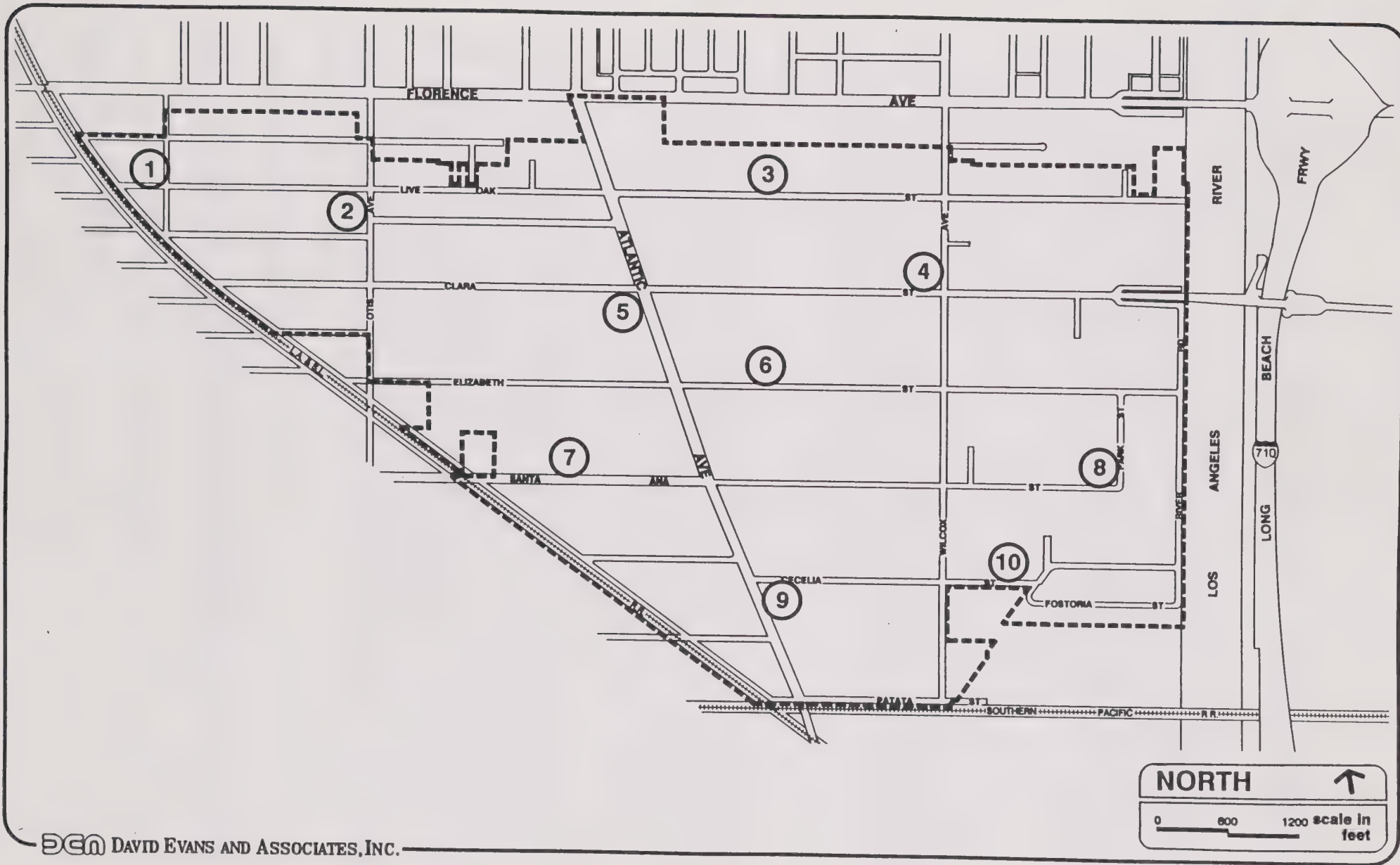
Site 4 and 5 are commercial areas with Site 5 along the Atlantic Avenue corridor. Noises at Site 4 consisted of passing cars, wind and children noises. Noises at Site 5 came from a siren, children, trucks, and cars. These 2 sites had the highest noise levels in the City. The noises metered ranged from 72 dB to 88 dB with a background level of 75 dB for Site 4 and 76.8 dB for Site 5.

Site 6 is located at the Elizabeth Street Elementary School. Noise at this site consisted of cars, wind, gates, and students. Background levels were recorded at 65.7 dB with a range of 64 to 87 dB. Site 7 is a residential area beside industrial uses on Santa Ana Street. The site was relatively quiet with noise coming from passing vehicles and people. Background noise was at 66.7 dB.

Site 8 is at the Cudahy City Hall and Park Avenue Elementary School. Passing vehicles, airplane, and skateboards were the main sources of noise. Levels ranged from 66 to 78 dB with a background level of 67.4 dB.

Site 9 is a commercial and industrial area along Atlantic Avenue. Buses, cars, and motorcycles created peak noise levels in the area with 74.4 dB exceeded 90 percent of the time. This site has the highest recorded noise levels in the City along with Sites 4 and 5. Noise levels ranged from 73 dB to 87 dB at the site.

Site 10 is a residential area beside an industrial use. Cars, motorcycle, an airplane, and bystanders are the main noise sources on site. Site 10 is relatively quiet with 65.4 dB noise readings 90 percent of the time. It also had the least noise peaks during the survey.



SECTION 9: AIR QUALITY ELEMENT PROFILE REPORT

INTRODUCTION

The Profile Report to the Air Quality Element of the City of Cudahy General Plan is intended to provide the City with information on local air quality, emission sources, and legal requirements for air quality planning. In addition, the report summarizes existing City policies and programs already in place which impact on AQMP air quality element requirements. This background information will provide the basis for identifying policies and programs to be incorporated into the Air Quality Element.

CLIMATE AND METEOROLOGY

The City of Cudahy is located in the South Coast Air Basin of California, a 6,600-square-mile area encompassing Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east, the South Coast Basin is an area of high air pollution potential.

Regional Climate

The strength and location of a semi-permanent, sub-tropical high pressure cell over the Pacific Ocean primarily controls the climate of the Basin. Climate is also affected by the moderating effects of differential heating between the land area of California and the adjacent Pacific Ocean. Warm summers, mild winters, infrequent rainfall, moderate daytime onshore breezes, and moderate humidities characterize local climatic conditions.

Terrain features, such as mountains and hills, are primarily responsible for the wide variations of rainfall, temperatures, and localized winds that occur throughout the region. Temperature variations have an important influence on Basin wind flow, dispersion along mountain ridges, vertical mixing, and photochemistry. Since the moderating marine influence decreases with distance from the coast, monthly and annual spreads between temperatures are greatest inland. Precipitation is highly variable seasonally. Summers are often completely dry. There are frequent periods of four to five months with no rain. In the winter, an occasional storm from the high latitudes sweeps across the coast, bringing rain. Annual rainfall is lowest in the coastal plain and inland valleys, higher in the foothills, and highest in the mountains.

City of Cudahy Microclimate

The City of Cudahy lies in the middle of the Los Angeles Coastal Plain. The area is within the semi-marine microclimatic zone of the South Coast Air Basin. Although generally

behind the fog belt, the area is nearly always under the ocean's influence. Winters are seldom cold, frost is rare, and temperatures seldom fall below twenty-eight degrees Fahrenheit (°F). Spring days are often cloudy, due to the presence of high fog. Summers are warmer than along the coast, but the entire area is reached by sea breezes and is not extremely hot. The area has lower winter temperatures than a marine climate, but is somewhat warmer and has less fog in the summer. Humidities tend to be lower than close to the coast.

Annual average daytime temperatures range from 84.1° F in August to 66.6° F in January. Overnight low temperatures vary from 64.4° F in summer to 48.4° F during winter. Annual precipitation at Cudahy is 14.85 inches and occurs almost exclusively from late October to early April.

Wind Flow Patterns

Winds across the City are an important meteorological parameter since they control both the initial dilution rate of locally generated air pollutant emissions, as well as their regional trajectory. Predominant wind patterns for the Cudahy area generally follow those described for the Basin. During the day, effects of the onshore flow reach inland across the Los Angeles Coastal Plain. During the night, surface radiation cools the air in the surrounding mountains and hills. The air then flows into the valleys and meanders to the coast, producing a gentle "land breeze".

The predominant daytime wind is from the west through southwest directions, demonstrating the effects of the regional onshore flow pattern. In Pico Rivera, daytime winds generally flow from the southwest direction but tend to be more southerly than winds observed in Vernon. Daytime westerly to southwesterly winds are the predominant condition for the City of Cudahy. At night, the direction of the local offshore flow is generally out of the northeast through east directions at Cudahy.

Seasonal and topographical variations explain the slight discrepancies in the frequency of occurrences of certain wind directions shown. In summer, the nighttime land breeze nearly disappears; conversely, the daytime sea breeze is weaker and of shorter duration in the winter. At the beginning of onshore flows (sunrise) or the beginning of the land breeze (sundown), winds in the middle of the coastal plain where Cudahy is situated show irregular patterns.

A characteristic of the sea breeze flow that affects the observed daytime wind directions in the Cudahy area is evident every month when the onshore flow is at a maximum. The initial onshore flow from the Santa Monica Bay is westerly, while flow across the coast below the

Palos Verdes Peninsula is more southerly. As the day progresses, the westerly flow becomes predominant, and the remaining southerly flow is pushed eastward, eventually becoming indistinct. This is the reason wind monitoring stations to the east tend to record more southerly wind directions than those observed at the wind monitoring station in Vernon. The central Los Angeles plain lies in a convergence area where wind directions and speeds are impacted by the flows on either side of the Palos Verdes Peninsula, which acts as a natural topographical barrier to wind flow. As previously stated, wind flow at Cudahy during most of the day is generally southwesterly; however, the shifting of the convergence zone results in varying wind speed and direction. The onshore flow is weaker in winter.

Distinct seasonal differences in nighttime (4 a.m.) flow patterns may be observed. In summer, the weaker nighttime land breeze at Cudahy does not overwhelm the strong daytime onshore flow. As a result, very light southwesterly winds continue throughout most of the night, with variable eddies forming just before sunrise when the winds become nondistinctive. In winter, the land breeze is more pronounced and steady. Nighttime winds at Cudahy are normally sustained from the north-northeast throughout most of the night.

The predominant patterns for the Cudahy area are broken by occasional winter storms and episodes of Santa Ana winds. Santa Ana winds are strong northerly or northeasterly winds that originate from the desert of the Great Basin; they most often occur from September through March. Usually warm, always very dry, and often full of dust, these winds are particularly strong in passes and at the mouths of canyons. On the average, Santa Ana winds occur five to ten times a year, each lasting up to a few days.

Meteorological Influences on Air Quality

Regional flow patterns have an effect on air quality patterns by directing pollutants downwind of sources. Localized meteorological conditions, such as light winds and shallow vertical mixing, and topographical features, such as surrounding mountain ranges, create areas of high pollutant concentrations by hindering dispersal. Temperature inversions hamper dispersion by trapping air pollutants in a limited atmospheric volume near the ground. In the month of January, a surface inversion exists on 70 percent of the mornings. The average wind speed in the South Coast Air Basin is less than five miles per hour on 80 percent of the days during the summer smog season. This is a measure of daily stagnation.

During summer's longer daylight hours, abundant sunshine provides the energy needed to fuel photochemical reactions between nitrogen oxides and reactive organic compounds which form ozone. Formation of high levels of ozone requires adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the

inversion layer. Because of the long time period required to form ozone in the atmosphere, ozone patterns are largely determined by transport patterns. With southwesterly winds occurring on most days, the most frequent ozone transport route into Cudahy is from source areas in the populated areas of the South Coast Air Basin to the west and southwest. Ozone precursor pollutants emitted in Cudahy are most likely to contribute to ozone levels in areas to the northeast and east of the City.

In the winter, temperature inversions occur close to ground level during the night and early morning hours. At this time, the greatest pollution problems are from carbon monoxide and nitrogen oxides. High carbon monoxide concentrations occur on winter days with strong surface inversions and light winds. Carbon monoxide transport is extremely limited. Since carbon monoxide is produced almost entirely from automobiles, the highest concentrations are associated with areas of heavy traffic.

High nitrogen dioxide levels usually occur during the autumn or winter on days with summer-like weather conditions. These conditions include low inversions, limited daytime mixing, and stagnant windflow conditions. Although days are clear, sunlight is limited in duration and intensity and photochemical reactions necessary to form ozone are incomplete.

AIR QUALITY

Air Quality Standards and Pollutants

Contaminant levels in air samples are compared to national and state standards to determine air quality. These standards are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) at levels to protect public health and welfare with an adequate margin of safety. There are national and state standards for ozone, carbon monoxide, nitrogen dioxide, PM10 (suspended particulate matter 10 microns or less in diameter), sulfur dioxide, and lead. The SCAQMD also measures for compliance with two other State standards: sulfates and visibility. Standards are shown in Table 9-1.

TABLE 9-1 AMBIENT AIR QUALITY STANDARDS			
California		National	
Air Pollutant	Concentration	Primary	Secondary
Ozone	>0.09 ppm, 1-hr avg. ^a	>0.12 ppm, 1-hr avg.	0.12 ppm, 1-hr avg.
Carbon Monoxide	>9.0 ppm, 8-hr. avg. >20 ppm, 1-hr. avg.	>9.0 ppm, 8-hr. avg. >35 ppm, 1-hr avg.	>9.0 ppm, 8-hr. avg. ^b >35 ppm, 1-hr. avg.

TABLE 9-1
AMBIENT AIR QUALITY STANDARDS

California		National	
Air Pollutant	Concentration	Primary	Secondary
Nitrogen Dioxide	>0.25 ppm, 1-hr avg.	0.053 ppm, annual avg.	0.053 ppm, annual avg. ^c
Sulfur Dioxide	≥0.05 ppm, 24-hr avg. with ≥0.10 ppm, 1-hr avg. ozone or with 24-hr TSP ≥100 ug/m ³ >2.5 ppm 1-hr avg.	0.03 ppm, annual avg >0.14 ppm, 24-hr avg.	>0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM ₁₀)	>30 ug/m ³ annual geometric mean >50 ug/m ³ , 24-hr. avg.	>150 ug/m ³ , 24-hr avg.; >50 ug/m ³ annual arithmetic mean	>150 ug/m ³ , 24-hr avg.; >50 ug/m ³ annual arithmetic mean
Sulfates	≥25 ug/m ³ , 24-hr avg. ^d		
Lead	≥1.5 ug/m ³ , 30-hr. avg.	≥1.5 ug/m ³ , calendar quarter	>1.5 ug/m ³
Hydrogen Sulfide	≥0.03 ppm, 1-hr avg.		
Vinyl Chloride	≥0.010 ppm, 24-hr. avg.		
Visibility-Reducing Particles	In sufficient amount to reduce prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation.		
^a Effective 3/9/87. The standard was previously ≥0.10 ppm, 1-hr. avg. ^b Effective 9/13/85. The standard changed from ≥9.3 ppm to ≥9.5 ppm. ^c Effective 7/1/85, standard changed from >.0532 ppm to >.0534 ppm. ^d Effective 3/9/87, standard changed from ≥25 ppm to >25 ppm. ^e Effective 7/1/87. The standards were previously: Primary: Annual geometric mean TSP >75 ug/m ³ and 24-hr avg. TSP >260 ug/m ³ Secondary: Annual geometric mean TSP >60 ug/m ³ and 24-hr avg. TSP >150 ug/m ³			
ppm = parts per million by volume ug/m ³ = micrograms per cubic meter > = greater than ≥ = greater than or equal to			
Source: South Coast Air Quality Management District, 1991.			

Ozone (O₃) is a colorless toxic gas which irritates the lungs and damages materials and vegetation. Carbon monoxide (CO) is a colorless gas which interferes with the transfer of oxygen to the brain. Nitrogen dioxide (NO₂) is a reddish-brown gas which, at high levels, can cause breathing difficulties. PM₁₀ causes a greater health risk than larger sized particles, since these fine particles can more easily penetrate the defenses of the human respiratory system and cause irritation by themselves and in combination with gases.

Existing Regional Air Quality

The South Coast Air Quality Management District (SCAQMD) samples ambient air at over 32 monitoring stations in and around the Basin. Locations of these stations are shown on Exhibit 9-1. In 1991, the Basin has not attained national and state standards for ozone, carbon monoxide, nitrogen dioxide, and PM₁₀. The Basin also exceeds state standards for visibility.

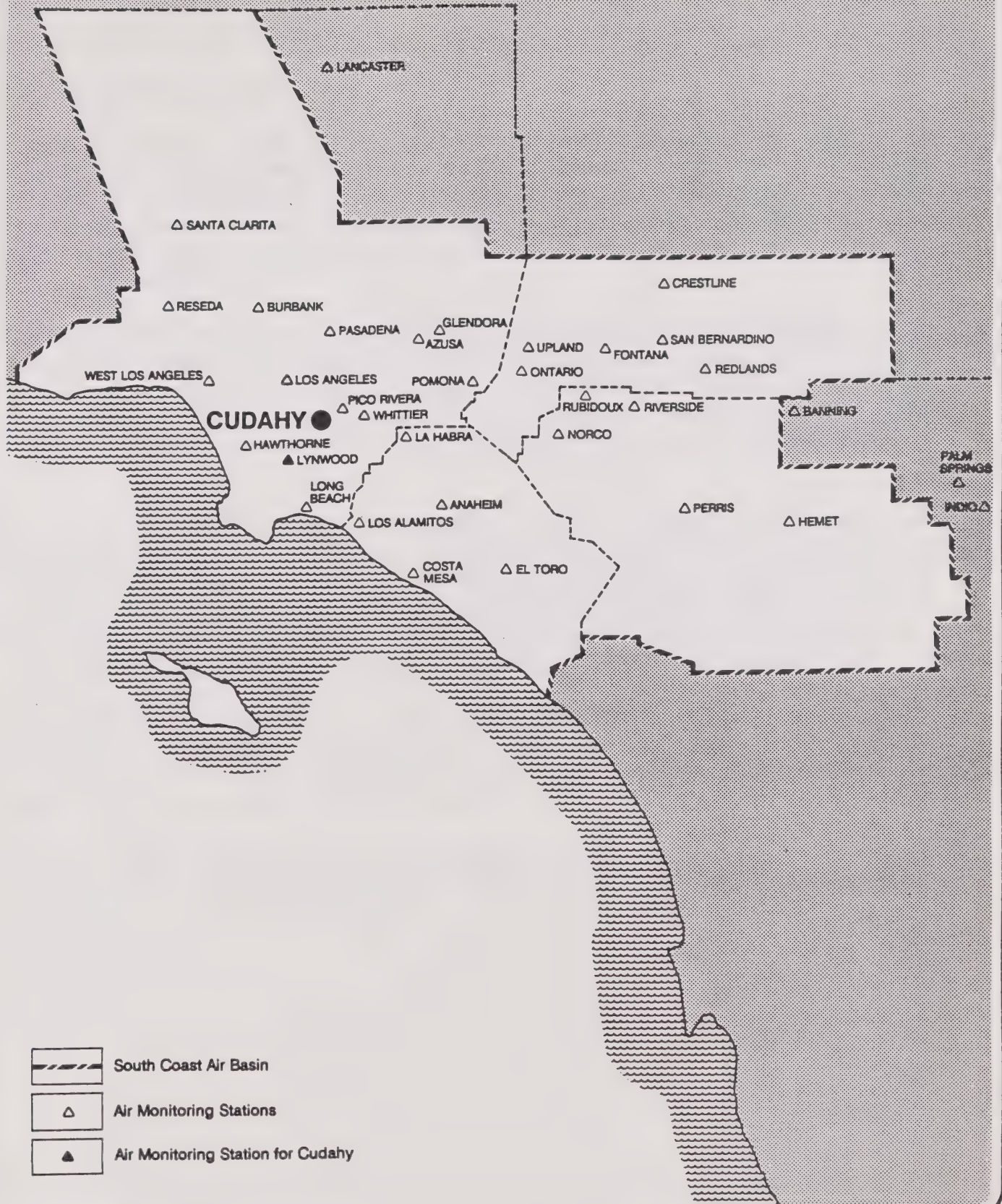
Levels of ozone exceed both national and state standards throughout the Basin. In 1990, in which air quality was the best since records began, the peak ozone reading (0.33 parts per million at Crestline) was still almost three times the National Ambient Air Quality Standard (NAAQS). The Los Angeles urban area exceeds this standard more frequently than any other area in the United States, and also records the highest peak readings.

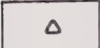
National and state standards for carbon monoxide are exceeded in more densely populated Los Angeles and Orange counties, but not in Riverside and San Bernardino counties. The Lynwood station near the City of Cudahy recorded the greatest number of carbon monoxide standard exceedances in the nation in 1989.

The national nitrogen dioxide standard is also exceeded in Los Angeles County--the only area in the nation where this standard is currently not met. In 1990, only the Pomona station recorded exceedances of the federal annual average standard. The state nitrogen dioxide standard is exceeded in both Los Angeles and Orange counties, with the highest readings recorded at the Los Angeles, Long Beach and Pico Rivera stations. The number of readings over the standard fluctuates from year to year, depending on weather patterns.

PM₁₀ levels regularly exceed the national and state standards in Los Angeles, Riverside, and San Bernardino counties, and state standards in Orange County. In 1989, the highest annual average PM₁₀ readings in the United States were recorded at Rubidoux in Riverside County.

Sulfur dioxide and lead levels in all areas of the Basin are below national and state standard limits.



-  South Coast Air Basin
-  Air Monitoring Stations
-  Air Monitoring Station for Cudahy

DEA DAVID EVANS AND ASSOCIATES, INC.

Existing Cudahy Air Quality

Ambient air quality in the City of Cudahy are characterized by readings taken at the SCAQMD pollutant monitoring station in the City of Lynwood (see Exhibit 9-1). Table 9-2 lists the air quality readings at the Lynwood station from 1986 through 1990. The SCAQMD monitors ozone, carbon monoxide, nitrogen dioxide, and total suspended particulates at the Lynwood station. PM_{10} is not monitored. For PM_{10} , the Los Angeles monitoring station is used.

Emissions generated in the City of Cudahy disperse in wind-dependent plumes. Under predominant conditions discussed previously, local emissions in Cudahy tend to disperse towards the northeast and east during the day, and slowly drift southwest or south at night. Most emissions contribute to regional ozone concentrations downwind, but can, under stagnant meteorological conditions, add to localized levels of ozone and other criteria pollutants.

Because of geographical and meteorological conditions, the Cudahy area attains high ozone concentrations, and annually records a number of exceedances of the ambient standards. Local sources of ozone precursors such as NO_2 and reactive organic compounds (ROC) contribute to regional levels of ozone. Local ozone concentrations usually result from the transport of precursor emissions produced from upwind sources. Predominant wind patterns and temperature inversions limit pollutant dispersion, both vertically and horizontally.

Automobile traffic can contribute to occasional elevated concentrations of carbon monoxide. Localized carbon monoxide concentrations are greatest in winter and occur at congested intersections. Carbon monoxide levels in the area exceed the state 8-hour standard a few times a year, but are below the 1-hour standard.

Nitrogen dioxide, an ozone precursor, periodically exceeds the state standard. As with other ozone precursors, high concentrations of NO_2 emissions in the city will increase ozone concentrations at downwind locations.

TABLE 9-2
SUMMARY OF AIR QUALITY DATA - LYNWOOD AIR MONITORING STATION

Pollutant Standards	1986	1987	1988	1989	1990
Ozone (O₃)					
State standard (1-hr. avg. >0.09 ppm) ^b					
Federal standard (1-hr. avg. >0.12 ppm)					
Maximum concentration (ppm)	.20	.24	.21	.14	.15
Number of days state standard exceeded	46	24	29	30	11
Number of days federal standard exceeded	16	11	12	7	3
Carbon Monoxide (CO)					
State standard (1-hr. avg. >20 ppm)					
Federal standard (1-hr. avg. >35 ppm)					
State standard (8-hr. avg. >9.0 ppm)					
Federal standard (8-hr. avg. >9.0 ppm)					
Maximum concentration 1-hr period (ppm)	27.0	26.0	32.0	31.0	24.0
Maximum concentration 8-hr period (ppm)	NM	19.6	27.5	21.8	16.8
Number of days state 1-hr standard exceeded	11	10	20	16	7
Number of days federal 1-hr standard exceeded	0	0	0	0	0
Number of days state 8-hr standard exceeded	44	47	57	61	44
Number of days federal 8-hr standard exceeded	41	40	50	16	42
Nitrogen Dioxide (NO₂)					
State standard (1-hr. avg. >0.25 ppm)					
Federal standard (0.053 AAM in ppm)					
Maximum 1-hr concentration (ppm)	.26	.26	.31	.34	.26
Number of days state standard exceeded	3	1	1	2	1
Percent federal standard exceeded	0	0	0	0	0
Total Suspended Particulates (TSP)^c					
State standard (24-hr. avg. >150 ug/m ³)					
Federal standard (24-hr. avg. 260 ug/m ³)					
Maximum (24-hr. concentration ug/m ³)	262	221	349	239	233
Percent samples exceeding state standard	0.084	NA	NA	NA	NA
Percent samples exceeding federal standard	0.017	NA	NA	NA	NA
Suspended Particulates (PM₁₀)^d					
State standard (24-hr. avg. 50 ug/m ³)					
Federal standard (24-hr. avg. 150 ug/m ³)					
Maximum (24-hour concentration ug/m ³)	178	158	130	137	152
Percent samples exceeding state standard	66	62	57	57	52
Percent samples exceeding federal standard	NA	1.7	0	0	1.7

TABLE 9-2
SUMMARY OF AIR QUALITY DATA - LYNWOOD AIR MONITORING STATION

AAM = Annual Arithmetic Mean
ppm = parts per million
ug/m³ = micrograms per cubic meter

NM = Not Monitored
NA = Not Applicable
N/A = Not Available

^a Pollutants shown are those for which the South Coast Air Basin is designated a federal nonattainment area.

^b The state ozone standard was changed from ≥ 0.10 to > 0.09 ppm (1-hr avg.) in 1987.

^c TSP standards were superseded by PM₁₀ standards in 1987.

^d Los Angeles Monitoring Station (PM₁₀ is not monitored at Lynwood).

Source: South Coast Air Quality Management District Air Quality Data - 1986 through 1990.

FEDERAL AND STATE AIR QUALITY PLANNING REQUIREMENTS

Federal Clean Air Act

The federal Clean Air Act (1977 amendments) stated that designated agencies in any area of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. The South Coast Air Basin could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM₁₀. Two agencies, the Southern California Association of Governments and the South Coast Air Quality Management District, were designated by the governor to prepare the federally designated State Implementation Plan in the South Coast Air Basin nonattainment area of California. SCAG and the SCAQMD adopted plans in 1979 and 1982, but were unable to demonstrate the requirement attainment date, and the U.S. Environmental Protection Agency was forced by federal court action to disapprove the 1982 plan in 1988.

Congress enacted amendments to the Clean Air Act in October 1990 that extended the ozone attainment deadline to 2010 for any area that was determined to have extreme ozone pollution. The South Coast Air Basin is the only area in the nation with the "extreme" designation.

The 1990 Amendments require ozone precursor emissions to be reduced by 3% annually from a 1990 base; attainment of the federal carbon monoxide standards by no later than 2000; attainment of the federal PM₁₀ standards by no later than 2005; and mandates transportation management controls in the Los Angeles and San Diego areas, while making them optional elsewhere in the nation.

California Clean Air Act

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA amended the enabling authority for air pollution control districts in California. The legislature gave these districts, including the SCAQMD, broad new authority through the CCAA to regulate motor vehicle use with indirect source controls in areas that have not met national or state ambient air quality standards.

The CCAA requires that regional emissions be reduced by 5 percent per year from a 1987 base, averaged over 3 year periods, until attainment can be demonstrated. No specific attainment date is designated. Each area that does not currently meet a national or state ambient air quality standard was required to prepare a plan which demonstrated how the 5 percent reductions would be achieved. The plan was to be locally adopted and submitted to the ARB by June 30, 1991. Areas, including the South Coast Air Basin, with the most heavily degraded air quality are required to reduce emissions 50 percent from 1987 levels by December 31, 2000. Plans must be updated in 1998 if attainment cannot be demonstrated by the year 2000.

1989 Air Quality Management Plan (AQMP)

On March 17, 1989 the South Coast Air Quality Management District and the Southern California Association of Governments adopted a comprehensive new AQMP for the South Coast Air Basin. The 1989 AQMP relied, in part, on technology which has not yet been invented to meet its year 2007 target. It called for much stricter controls on automobiles, paints and coatings, new industries, and transportation usage. Local governments were expected to take a much more significant role in carrying out the 1989 AQMP than they had in implementing past plans.

The 1989 AQMP called for local governments to specify the measures they will use to improve air quality in air quality elements which are to be amended into each local general plan. Emphasis in these elements was to be on actions to reduce local contributions to air pollution from vehicle trips, energy usage, local vehicle congestion (a major cause of carbon monoxide buildups), and local sources of particulates, including grading and construction.

A major objective of the 1989 AQMP was achieving greater balance between housing and employment opportunities throughout the region. The basis for this policy is that workers can be expected to reduce vehicle miles traveled if they live where there is greater opportunity for employment in the vicinity.

As a result, the existing job/housing ratio in subregions which had previously been established for planning purposes were identified and subregions which had either a disproportionate number of housing units or jobs were assigned job/housing goals intended to bring the subregion into greater balance by the year 2010. Local governments were

expected to monitor new development and take measures to encourage greater housing density in areas projected to be rich in jobs or either decrease projected housing units or increase projected job opportunities in areas which were projected to have an excess of housing.

Although the 1989 AQMP was adopted after passage of the CCAA, it was prepared to comply with federal requirements in anticipation of an extension of the attainment deadline. Additional revisions were scheduled for 1991 to comply with new requirements in the CCAA. Following enactment of the 1990 CAA Amendments, it was determined that an additional revision is required in 1993 to meet procedural requirements.

1991 Air Quality Management Plan

The 1991 AQMP continues to emphasize local government measures, but shifts the emphasis from jobs/housing balance to equivalent reductions in vehicle miles traveled and to ordinance adoption in lieu or in conjunction with adoption of air quality elements in general plans. The 1991 AQMP defers the date for adoption of air quality elements to December 31, 1992.

The 1991 AQMP requires local governments to adopt ordinances for the following strategies:

- Person Work Trip Reduction
- Non-motorized Transportation
- Employer Rideshare and Transit Incentives
- Auto Use Restrictions
- Parking Management
- Merchant Transportation Incentives
- Auto Use Restrictions
- Truck Dispatching, Rescheduling and Rerouting

The SCAQMD declared its intent to develop model ordinances for Alternate Work Weeks, Telecommunications, and Employer Rideshare and Transit Incentives by January 1992. A model ordinance for Auto Use Restrictions would be adopted by the SCAQMD by January 1993. However, no model ordinances had been developed as of March 15, 1992. The AQMP states that local governments are expected to adopt ordinances for all local government measures by December 31, 1992 (December 31, 1993 for auto use restrictions). Those for which the District is developing model ordinances must be at least as strict as the model ordinance and will be assessed for conformity by January 1993. All other measures will be assessed for adequacy by January 1994.

The SCAQMD also declared its intent to adopt backstop rules that would be imposed in any city where implementation ordinances are determined by the SCAQMD to be inadequate.

There are four areas where the AQMP has specified that an air quality element is required. These are: Parking Management, Auto Use Restrictions, Truck Dispatching and Rerouting, and Growth Management.

Additional local government measures, including those to control emissions associated with new construction and reduce emissions from energy use, are also suggested in the AQMP.

The SCAQMD intends to adopt model ordinances for the following measures, which are described in Appendix IV-E of the 1991 AQMP:

Measure 1a - Person Work Trip Reduction

This measure requires that local governments adopt, by December 31, 1992, a program for alternative work weeks and telecommuting by local government employees that would reduce motor vehicle person work trips by 12%, increasing to 20% in 2000, and 30% in 2006. Local governments are also to support state legislation for employer tax credits for telecommuting equipment and services, as well as encouraging development of telecommuting centers.

Local governments are also required by the AQMP to adopt trip reduction ordinances for local employers to reduce employee motor vehicle person work trips through telecommuting; alternative work weeks and non-motorized transportation. The same targets apply as for government employees. The AQMP acknowledges that the impact of Regulation XV was not considered in setting these targets.

Local governments are also expected to adopt ordinances requiring regionally significant housing developments in housing-rich areas and regionally significant employment centers in job-rich areas to implement telecommuting centers in housing-rich areas.

By December 31, 1994, local governments are to adopt ordinances that require employers with multiple facilities to set aside space in every office facility above a certain size to facilitate its use by employees who live nearby but would normally work at another location.

Local governments are to examine, in conjunction with locally licensed businesses and cable television operators, the feasibility of developing centralized ordering and home delivery services. Local governments must ensure by December 31, 1992 that their zoning and licensing ordinances permit telecommuting and do not excessively restrict reasonable home occupations. New facilities that include and use video teleconferencing facilities are to be

given credit for satisfying portions of local or regional indirect source requirements and vmt reductions.

Local governments are to ensure by December 31, 1992 that their zoning and licensing ordinances permit telecommuting and do not excessively restrict reasonable home occupations.

1b - Non-motorized Transportation

In addition to requirements in 1a above, local governments are required by the 1991 AQMP to adopt non-work trip reduction ordinances for large retail establishments and special event centers which require facilities and incentives for non-motorized transportation. If local governments fail to act, the SCAQMD would adopt an Indirect Source regulation requiring these measures.

By December 31, 1994, local governments are to include bicycle routes in their General Plans that support the employer and non-work trip bicycle transportation plans included above. One option specified in the AQMP is for local governments to amend their General Plans to allow mixed use and cluster development and local commercial development within walking distance of residential areas.

By December 31, 1993, local governments are required to enact ordinances requiring that bicycle parking spaces be provided in new commercial and industrial developments in excess of 10,000 square feet, and that employee shower and locker facilities be provided in new commercial and industrial development in excess of 100,000 square feet.

2a - Employer Rideshare and Transit Incentives

Local governments are required to adopt an ordinance or regulation by December 31, 1992 to require facilities and buildings with 100 or more employees to submit trip reduction plans. Local governments may adopt one trip reduction ordinance that includes specific individual provisions and traffic reduction targets for this measure, as well as the two measures described above.

If actions are found to be ineffective, local governments are to expand the regulation by 1994 to cover businesses and buildings with 25 or more employees. (Note: this measure transfers authority presently utilized by the SCAQMD in administering Regulation XV and expands coverage to include buildings housing 100 employees, as well as individual employers of 100 or more at a single site.)

Local governments are also to encourage the formation of Transportation Management Associations and support legislation favoring vanpools.

2b - Parking Management

By December 31, 1992, local governments are required by the AQMP to adopt an air quality element into their general plans and revise parking codes, as follows:

- Increase daytime parking fees in all congested centers
- Establish a surcharge for single occupancy vehicles and/or discount for multi-occupancy vehicles
- Eliminate peak-period parking on arterial streets
- Require employer-sponsored preferential parking for ridesharers for employers of 100 or more (short term) and 25 or more (long term)
- Establish residential parking zones/permit programs
- Implement short term commercial parking turnover through increased parking fees, shorter time limits, increased enforcement, etc.
- Implement Park and Ride and peripheral parking programs
- Increase parking enforcement
- Cap the number of parking spaces in a zone
- Cap the number of parking spaces permitted per square foot for a particular use
- Reduce the amount of free parking at non-work centers by limiting length of free parking time, validating only for purchase, or importing user charges based upon vehicle passenger occupancy rates
- Develop a local government parking fee structure to support transit and TDM programs
- Restrict residential parking to residents only through a permit process in all areas adjacent to congested commercial activity centers
- Allocate additional staff time and/or new parking enforcement techniques to parking enforcement operations
- Eliminate free parking for new non-residential developments

Local governments are required to establish procedures for reporting progress in implementing the above parking restrictions.

2d - Merchant Transportation Incentives

By December 31, 1992, local governments are to adopt ordinances which would require large retail establishments to offer customer mode-shift travel incentives and require owners/managers/developers of existing and new retail establishments to provide incentives for non-motorized transportation needs. Suggested incentives include providing bike racks, pathway systems, and mixed use cluster developments.

If local governments do not act, the SCAQMD would adopt an Indirect Source Regulation to implement the same control methods.

2e - Auto Use Restrictions

This measure applies only to special event centers with capacities of 10,000 or more and requires incorporation of offsite park-and-ride lots, shuttle services, etc. It also requires designation of auto-free zones in areas of associated pedestrian activity. The SCAQMD would develop a regulation if cities where such facilities are located fail to act.

This measure does not apply to Cudahy because there are no facilities with capacities over the 10,000 seat threshold.

3a - Truck Dispatching, Rescheduling and Rerouting

This measure requires local governments to adopt air quality elements in general plans which facilitate improved truck routing and delivery scheduling, and which call for the development of shipping and receiving plans. It also calls for local governments to adopt local ordinances or Memorandums of Agreement by December 31, 1992 to facilitate improved truck routing and delivery scheduling.

- Clean Streets Program

Local governments will be required to develop by December 31, 1992 a "clean streets" management program which includes enacting construction carryout and entrainment ordinances and vehicle entrainment ordinances, as well as controlling emissions from unpaved areas. Local governments may adopt Development Impact Fee ordinances or create street maintenance districts to fund this program.

In addition to the programs listed above, the 1991 AQMP set forth the following local government measures as constituting its indirect source program, as required by the California Clean Air Act. The AQMP gives local governments the option of also adopting these measures and implementing them at the local level, or letting the SCAQMD adopt and implement them.

- Environmental Review Program
- Trip Reduction for Schools
- Supplemental Development Standards
- Special Activity Centers
- Enhanced Regulation XV
- Truck Programs
- Registration Program
- Sensitive Receptor Review for Risks from Toxic Air Contaminants

The measures are described in detail in Appendix IV-C of the 1991 AQMP and summarized below:

M-H-1 - Environmental Review Program

The SCAQMD will adopt a rule that will establish standards for the air quality analysis in environmental documents and institute a review program in which the District would validate the adequacy of the air quality analysis for local governments and insure the incorporation of best available mitigation measures. The SCAQMD will also offer pre-project consultation review to developers to insure that mitigation measures are incorporated in project design in order to minimize delays associated with environmental document review. The pre-project review will be similar to review meetings that local governments hold when evaluating subdivisions.

M-H-2 - Trip Reduction for Schools

This measure would require that students at senior high schools and colleges be included in developing Regulation XV plans for the facility and meeting the required Average Vehicle Ridership (AVR).

M-H-3 - Supplemental Developmental Standards

This measure involves a number of source categories ranging from urban tree planting to reduce heat island effects, incorporating design standards that will support carpooling and non-motorized transportation modes such as bicycling through construction of showers and lockers, and actions to reduce vehicle idling. This measure would require local governments to adopt or amend zoning ordinances to specify minimum supplemental development standards for projects that are indirect sources. It would also require warehouses, business parks, etc. to provide consolidated freight loading/unloading zones. The SCAQMD will adopt a model ordinance.

M-H-4 - Special Activity Center

This measure is similar to the Special Event Center measure, but would also apply to airports and regional shopping centers. Suggested actions for shopping centers include offering discounts on merchandise to customers that utilize transit, institute a parcel delivery service for transit riders, give preferential parking to high occupancy vehicles, and working with local governments to establish temporary roadway controls. The City of Carson's local shuttle service is cited as an example of an approach that could be used to partially fulfill this measure.

The SCAQMD will adopt a model delegation package and give cities the option of implementing the program at the local level, as authorized by Section 40717 (e) (1-3) of the Health and Safety Code.

M-H-5 - Enhanced Regulation XV

This measure would lower the size threshold for firms regulated by Regulation XV, the District's Employer Trip Reduction Rule and increase the average vehicle ridership (AVR) that must be met. Local governments currently have the option of requesting an exemption to Regulation XV so that they can implement the measure to applying for "certification" by the SCAQMD to implement the regulation. To receive such certification, local governments would need to adopt an ordinance at least as stringent as Regulation XV and to permit the District to audit implementation. Although it is not stated, local governments would presumably have to amend the local regulation to conform to Regulation XV each time the latter is amended.

M-H-6 - Truck Programs

The District will adopt a series of rules that would: (1) establish requirements for new and existing facilities that generate large numbers of truck trips, such as truck terminals, truck stops, and warehouses; (2) establish operating practices for facilities that receive trucks; (3) require facilities that attract trucks for the purpose of refueling to reduce truck-related emissions; and (4) restrict truck traffic on arterial streets during peak periods and establish a surcharge. For facilities that generate truck trips, credit would be given towards compliance if the trucks are low-emission vehicles, as defined by the California Air Resources Board. Local governments have the option of applying for certification to administer the program.

SCAG's guidance calls for truck operators to develop voluntary compliance plans. SCAG's also states that local governments should consider levying a fine for noncompliance with the voluntary plan.

M-H-7 - Registration Program

This measure would require existing commercial and light industrial facilities to supply data to the SCAQMD on activities that impact the number and time that vehicles arrive at the facility. This information would be provided to the District, along with a small fee to support the cost of the program. Initially, data would be collected through Regulation XV and the District's permit system. Later, the District would work with local governments to collect the needed data through their business licensing process. For cities that do not have a business licensing process, the SCAQMD would work directly with businesses.

M-H-9 - Sensitive Receptor Review for Risks from Toxic Air Contaminants

The District will develop a regional database and modeling tool for toxic air contaminants, based upon information received under the AB 2588 program. At the request of a city or county, the District will evaluate the potential impacts on a new development from existing

toxic sources will be evaluated. A fee will be charged to cover the District's processing costs.

In addition to the above measures, SCAG's guidance calls for amending general plans and adopting ordinances and interregional agreements to implement SCAG's growth management performance (job/housing) goals.

Stationary Source Controls

In addition to the local government measures, both the 1989 and 1991 AQMP's contain a number of measures which tighten existing, or add new, controls on industrial, commercial and residential activities. The 1989 AQMP was divided into three tiers: Tier I contained measures that were considered to be feasible and ready for immediate implementation; Tier II were measures where technology had been developed but additional testing or commercial development was needed to enact the controls; and Tier III measures were those where new technology would have to be developed in order to achieve the projected emission reductions.

Many of the measures in Tier I have already been enacted. One of the most significant measures is a revised Regulation XIII, the District's New Source Review Rule, which now requires offsets from all emission increases. By contrast, the former threshold, for one key pollutant, was 75 pounds/day of reactive organic gases. Tighter restrictions have also been adopted for internal combustion engines and a number of industrial solvents and coatings.

The 1991 AQMP placed a high priority on market incentives. In response, the SCAQMD is developing a new program called "RECLAIM" that will allow large facilities to meet their 5% annual emission reduction targets through any combination of new controls or operational practices, shutting down equipment, or buying emission reductions, including those achieved from shutting down equipment or facilities elsewhere.

AQMP Conformity Procedures

The EPA requires that local and regional components of plans to meet federal standards (SIP's) include conformity procedures for evaluating federally funded projects. Conformity demonstration procedures for the 1989 AQMP extended these requirements to non-federally funded capacity-enhancing wastewater treatment projects and to regionally significant transportation and general development projects. Guidelines for demonstrating this conformity were developed by SCAG and approved by the SCAQMD and ARB. Criteria for determining whether a project is required to demonstrate conformity are shown in Table 9-3.

TABLE 9-3
AQMP GENERAL DEVELOPMENT CONFORMITY CRITERIA

1. Airports with at least 50 based aircraft, 25,000 annual itinerant operations, or 35,000 local operations.
2. Airports served by a CAB or PUC certified carrier.
3. Public use airports more than 20 miles away from the nearest airport meeting the above criteria.
4. Sports, entertainment or recreation facilities that accommodate at least 4,000 people per performance, or that contain 1,500 fixed seats or more.
5. Office building or office parks that employ more than 1,000 people or containing over 250,000 square feet.
6. Hotels or motels with 500 rooms or more.
7. New electrical generating facilities or expansion of existing generating facilities.
8. Transmission lines with capacity of 22 kw or more.
9. Flood control project, dams, reservoirs or debris basins on or affecting a major water body that has a tributary area greater than 20,000 acres at the county line, or facilities on a drainage course having a tributary basin greater than 50,000 acres and draining directly into the ocean.
10. Projects in an area that is designated to be of regional significance and concern in the SCAG adopted Conservation and Open Space Plan.
11. Industrial plants and industrial parks that employ more than 1,000 people, occupy more than 40 acres of land or contain more than 650,000 square feet of floor space.
12. Mining operations with more than 40 acres or producing 600,000 short tons annually.
13. Petroleum or gas refineries, recovery operations, storage facilities or expansion of existing facilities (not gas station storage facilities).
14. Designation of a drilling district.
15. Petroleum and gas pipelines that are part of national distribution system.
16. Water ports, or the expansion of an existing port, so that capacity is increased by at least one million short tons of cargo per year.
17. Small craft harbors with 300 or more boat slips or open water moorages, or expansions of an existing harbor to accommodate at least 300 additional boat slips or open water moorages
18. Residential development including mobile home parks with 500 dwellings or more.
19. State highways and arterial roads(construction or major modification) or roads that provide primary access to a regionally significant area (designated in the SCAG adopted Conservation and Open Space Plan).
20. Construction of a post-secondary school, public or private, for 3,000 students or more, or expansion of an existing facility having a capacity of 3,000 students or more by an addition of at least 20 percent more students.
21. Sewage treatment facilities with a capacity of at least 750,000 gallons per day, or the expansion of an existing facility by at least that much, and any proposed interceptor.
22. Shopping centers or trade centers that employ 1,000 persons or more, or contain 500,000 square feet of floor space.

TABLE 9-3
AQMP GENERAL DEVELOPMENT CONFORMITY CRITERIA

- | | |
|-----|--|
| 23. | Class I solid waste disposal sites or the expansion of an existing Class I site, or other sites of more than 40 acres, or expansions of sites by at least 40 acres. |
| 24. | Transit projects. |
| 25. | Water treatment facilities with a capacity of 225,000 gallons a day or more, or the expansion of an existing facility by that much, and proposed major arterial water mains. |
| 26. | Construction of a hospital of 500 beds or more, or expansion of a hospital of this size by 20% or more. |

Source: SCAQMD, 1991.

General development projects subject to conformity review must demonstrate that they conform to the subregional job/housing balance goals established in the SCAG's Growth Management Plan and incorporated in the AQMP. If not, such projects must implement trip reduction measures, user fees, or other appropriate mitigation measures which will achieve reductions in vehicle miles traveled (vmt) equivalent to the amount that SCAG estimates would be achieved through meeting the job/housing balance target. The 1991 AQMP simply calls for transportation demand measures equivalent to the job/housing performance goal. These measures must be in addition to all those otherwise required in the AQMP. Job/housing balance is still one option for achieving these reductions.

Initially, SCAG performs the conformity review for all applicable projects. Once a city or county has adopted an air quality element consistent with the AQMP, the local jurisdiction takes over the conformity monitoring and SCAG review is no longer required. Each city or county is responsible for monitoring the cumulative impact of small projects within its jurisdiction to determine whether progress is being made towards achieving job/housing balance. Semiannual reports on local actions to implement the plan, as well as progress towards achieving job/housing balance or equivalent reductions in vmt are required by the Southern California Association of Governments and the South Coast Air Quality Management District in order to compile reports required by the California Air Resources Board as part of its 1989 AQMP approval action.

Projects to which the conformity review requirements apply are determined by type and size, as shown in Table 9-4. Because the City of Cudahy is small geographically and is virtually built out, few, if any, future projects in Cudahy will be subject to AQMP conformity review.

CITY OF CUDAHY CONDITIONS IMPACTING AIR QUALITY PLANNING

As described earlier, Air Quality Elements or their equivalent must be incorporated in local general plans in order to conform to requirements of the adopted 1989 AQMP and the Draft 1991 AQMP. Guidelines for the Development of Local Air Quality Elements have been prepared by the Southern California Association of Governments. These guidelines

contain a number of actions which are recommended or required for local governments in order to conform to the 1989 AQMP. Southern California cities differ significantly in size and character. Therefore, some recommended actions are not applicable to all cities. Other programs need to be tailored to meet the unique conditions of each city.

The purpose of the following section is to identify existing programs and conditions in the City of Cudahy that impact on air quality in order to identify opportunities and constraints for new or modified programs.

Land Use

The City is largely residential. Only a very small portion of the City is zoned R-1. The remainder of the residential area is R-3, with many of the multiple family dwellings built behind existing single family dwellings. The City is entirely built out, with very little open land remaining. Population density is very high; based on the 1990 census, there are at least 32,830 residents in the City's 1.1 square miles. The population is highly mobile, and a large number of residents are recent immigrants to the United States. There are 14 trailer parks within the City. Housing conditions are described in detail in the Background Report for the Housing Element.

Many of the multi-residential lots have limited off-street parking. Parking is prohibited on City streets between the hours of 2 a.m. and 4 a.m., thus eliminating streets as a place to supplement on-site parking. By keeping streets clear of stored cars, traffic flow is facilitated.

The City's industrial area lies along the southern boundary with the City of South Gate and along Salt Lake Avenue. Approximately one third of the City is in industrial use. Industrial facilities are small and are largely engaged in light manufacturing and fabricating iron, steel, plastic, and fiberglass products. As indicated by emissions totals for the City, the cumulative impact of these industries on air quality is small compared to cities with one or more large industrial emitters.

The City's commercial area lies along Atlantic Avenue. Although there are no large shopping centers serving the subregion, there are large grocery stores and convenience malls, as well as restaurants, which attract some visitors from communities immediately adjacent to the City.

Job/Housing Balance

The City is located in the Central Los Angeles subregion. For the subregion as a whole, the ratio of jobs to housing units was estimated to be 1.85 in 1984. Jobs and housing are

considered to be "balanced" at a ratio of 1.2. The subregion is projected to increase jobs more than housing units by 2010, based on current trends. Therefore, a goal of 1.83 jobs per housing unit was set for 2010.

The jobs/housing ratios do not consider the number of potential employees per housing unit. Areas with high population density usually have both more workers per household and more housing units per acre than areas with lower density. Cudahy's high population density means that it is contributing workers to jobs in neighboring cities within the subregion. It is likely that population density, as well as the number of housing units, will increase as older single family houses are replaced with higher density townhouses and apartments.

To be consistent with SCAG's 1989 AQMP growth management goals, Cudahy would either need to add additional jobs through redevelopment of its industrial area or reach agreements with surrounding cities showing that its housing surplus is being accounted for in subregional job/housing planning.

Transportation

The City is served by the Southern California Rapid Transit District (RTD), which has intercity routes along Atlantic Avenue and Wilcox Avenue. The nearest freeway access is to the Long Beach Freeway (Route 710), on Florence Avenue across the Los Angeles River through the City of Bell.

Through its Proposition A funds, the City provides free bus service to all residents on demand. The bus system is called CART (Cudahy Area Rapid Transit). Buses go anywhere within the city, as well as to adjacent communities within a five mile radius. The Transportation Profile Report discusses traffic and circulation in detail.

Emissions

Cudahy is a small city and its contribution to Basin emission totals is also small. Table 9-5 estimates pollutant emissions in Cudahy in 1990.

TABLE 9-5 1990 EMISSIONS IN THE CITY OF CUDAHY (TONS/DAY)					
Source	TOG	CO	NOx	SOx	PM
Area	0.10	0.14	0.05	0.00	0.26
Mobile	0.11	0.96	0.19	0.01	0.03

TABLE 9-5 1990 EMISSIONS IN THE CITY OF CUDAHY (TONS/DAY)					
Source	TOG	CO	NOx	SOx	PM
Point	0.64	0.02	0.08	0.05	0.03
Total	0.85	1.12	0.32	0.05	0.32
Source: South Coast Air Quality Management District (May 1991).					

AIR QUALITY REGULATIONS

Many local industries are covered by AQMD regulations, including those which are engaged in metal plating; manufacturing of fiberglass and plastic products; labeling and storage of organic solvents; degreasing equipment; and use of materials which emit hazardous air pollutants.

Commercial restaurants are subject to AQMD regulations covering charbroilers.

Any new, or modified existing, source of emissions that emits more than 1 pound a day of a regulated air pollutant is subject to the requirements of the recently revised AQMD Regulation XIII, which requires that all increases in emissions be offset by achieving at least an equal amount of reductions from existing sources. Small sources, i.e. sources emitting less than 2 tons/year of any regulated contaminant, are eligible to receive these offsets from the Community Bank, which is funded through shutdowns of facilities throughout the Basin. In addition, new or modified equipment is required to install Best Available Control Technology (BACT), as specified by the AQMD. Most, if not all, industrial facilities in Cudahy will be eligible to receive offsets from the Community Bank because they are relatively small in size. However, some existing equipment may be old, and is therefore emitting higher pollution than would be possible if equipment were replaced with equipment using BACT. Cleanup of these facilities is an option for sources elsewhere in the Basin which are not eligible to use the Community Bank.

There are no employers in the City which are covered by Regulation XV. Regulation XV requires that employers of more than 100 persons reporting to work between 6 and 10 a.m. prepare and implement plans specifying how they will increase average vehicle ridership of automobiles arriving at the facility, averaged over a five day week.

The AQMD received authorization through the California Clean Air Act to adopt rules regulating indirect sources of pollutants. These are facilities which do not have equipment which emits pollutants, but which attract large numbers of automobiles which represent, in

aggregate, a significant source of pollution. The City of Cudahy currently has no source which would qualify as a major indirect source. The Silver Saddle Casino, which failed to open as scheduled in January 1991, would have been the City's first such source. The AQMD has announced its intent to develop indirect source regulations, but has not developed any measures to date.

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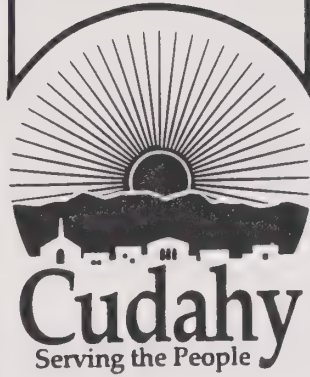
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Cudahy General Plan Update

Appendix A

APPENDIX A-1

CALIFORNIA NOISE INSULATION STANDARDS

**STATE BUILDING CODE
(Part 2, Title 24, CCR)**

**Appendix Chapter 35
SOUND TRANSMISSION CONTROL**

Sound Transmission Control

Sec. 3501.

(a) General

1. **Purpose and Scope.** The purpose of this section is to establish uniform minimum noise insulation performance standards to protect persons within new hotels, motels, dormitories, long-term care facilities, apartment houses, and dwellings other than detached single-family dwellings from the effects of excessive noise, including but not limited to hearing loss or impairment and interference with speech and sleep.

These regulations shall apply to all applications for building permits made subsequent to August 22, 1974.

2. **Definitions.** The following special definitions shall apply to this section:

Sound Transmission Class (STC) - A single number rating used to compare walls, floor-ceiling assemblies and doors for their sound insulating properties with respect to speech and small household appliance noise. The STC is derived from laboratory measurements of sound transmission loss across a series of 16 test bands. Laboratory STC ratings should be used to the greatest extent possible in determining that the design complies with this section.

Field Sound Transmission Class (FSTC) - A single number rating similar to STC, except that the transmission loss values used to derive the FSTC are measured in the field. All sound transmitted from the source room to the receiving room is assumed to be through the separating wall or floor-ceiling assembly. This section does not require determination of the FSTC, and field measured values of noise reduction should not be reported as transmission loss.

Impact Insulation Class (IIC) - A single number rating used to compare the effectiveness of floor-ceiling assemblies in providing reduction of impact generated sounds such as footsteps. The IIC is derived from laboratory measurements of impact sound pressure level

across a series of 16 test bands using a standardized tapping machine. Laboratory IIC ratings should be used to the greatest extent possible in determining that the design complies with this section.

Field Impact Insulation Class (FIIC) - A single number rating similar to the IIC except that the impact sound pressure levels are measured in the field.

Noise Isolation Class (NIC) - A single number rating derived from measured values of noise reduction between two enclosed spaces that are connected by one or more paths. The NIC is not adjusted or normalized to a standard reverberation time.

Normalized Noise Isolation Class (NNIC) - A single number rating similar to the NIC, except that the measured noise reduction values are normalized to a reverberation time of 1/2 second.

Normalized A-Weighted Sound Level Difference (D_n) - For a specified source room sound spectrum, D_n is the difference, in decibels, between the average sound levels produced in two rooms after adjustment to the expected acoustical conditions when the receiving room under test is normally furnished.

Day-Night Average Sound Level (L_{dn}) - The A-weighted equivalent continuous sound exposure level for a 24-hour period with a 10 dB adjustment added to sound levels occurring during nighttime hours (10 p.m. to 7 a.m.).

Community Noise Equivalent Level (CNEL) - A metric similar to the L_{dn} , except that a 5 dB adjustment is added to the equivalent continuous sound exposure level for evening hours (7 p.m. to 10 p.m.) in addition to the 10 dB nighttime adjustment used in the L_{dn} .

- 3. Relevant Standards** - The current edition of the following standards are generally applicable for determining compliance with this section. Copies may be obtained from the American Society for Testing and Materials (ASTM) at 1916 Race Street, Philadelphia, Pa., 19103.

ASTM C 634 Standard Definitions of Terms Relating to Environmental Acoustics

ASTM E 90 Standard Method for Laboratory Measurement of Airborne Sound Transmission Loss of Building Partitions.

ASTM E 336 Standard Test Method for Measurement of Airborne Sound Insulation in Buildings

ASTM E 413 Standard Classification for Determination of Sound Transmission Class

ASTM E 492 Standard Method of Laboratory Measurement of Impact Sound Transmission Through Floor-Ceiling Assemblies Using the Tapping Machine

ASTM E 497 Standard Recommended Practice for Installation of Fixed Partitions of Light Frame Type for the Purpose of Conserving Their Sound Insulation Efficiency

ASTM E 597 Recommended Practice for Determining A Single-Number Rating of Airborne Sound Isolation in Multiunit Building Specifications

ASTM E 966 Standard Guide for Field Measurement of Airborne Sound Insulation of Building Facades and Facade Elements

ASTM E 989 Standard Classification for Determination of Impact Insulation Class (IIC)

ASTM E 1007 Standard Test Method for Field Measurement of Tapping Machine Impact Sound Transmission Through Floor-Ceiling Assemblies and Associated Support Structures

ASTM E 1014 Standard Guide for Measurement of Outdoor A-Weighted Sound Levels

4. **Complaints** - Where a complaint as to noncompliance with this article requires a field test, the complainant shall post a bond or adequate funds in escrow for the cost of said testing. Such costs shall be chargeable to the complainant if the field tests show compliance with these regulations. If the tests show noncompliance, then testing costs shall be borne by the owner or builder.

5. **Local Modification** - The governing body of any city or county may, by ordinance, adopt changes or modifications to the requirements of this section as set forth in section 17922.7 of the Health and Safety Code.

(b) Interdwelling Sound Transmission Control

1. **Wall and Floor-Ceiling Assemblies.** Wall and floor-ceiling assemblies separating dwelling units or guest rooms from each other and from public or service areas such as interior corridors, garages and mechanical spaces shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor-ceiling assemblies. **EXCEPTION:** Impact sound insulation is not required for floor-ceiling assemblies over non-habitable rooms or spaces not designed to be occupied, such as garages, mechanical rooms or storage areas.

2. **Airborne Sound Insulation.** All such acoustically rated separating wall and floor-ceiling assemblies shall provide airborne sound insulation equal to that required to meet a Sound Transmission Class (STC) rating of 50 based on laboratory tests as defined in ASTM Standards E 90 and E 413. Field tested assemblies shall meet a Noise Isolation Class (NIC) rating of 45 for occupied units and a Normalized Noise Isolation Class (NNIC) rating of 45 for unoccupied units as defined in ASTM Standards E 336 and E 413.

ASTM Standard E 597 may be used as a simplified procedure for field tests of the airborne sound isolation between rooms in unoccupied buildings. In such tests the minimum value of D_n is 45 dB for compliance.

Entrance doors from interior corridors together with their perimeter seals shall have Sound Transmission Class (STC) ratings not less than 26. Such tested doors shall operate normally with commercially available seals. Solid core wood slab doors 1 3/8 inch thick minimum or 18 gauge insulated steel slab doors with compression seals all around, including the threshold, may be considered adequate without other substantiating information.

Field tests of corridor walls should not include segments with doors. If such tests are impractical, however, the NIC or NNIC rating for the composite wall-door assembly shall not be less than 30.

Penetrations or openings in construction assemblies for piping, electrical devices, recessed cabinets, bathtubs, soffits, or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings.

- 3. Impact Sound Insulation.** All acoustically rated separating floor-ceiling assemblies shall provide impact sound insulation equal to that required to meet an Impact Insulation Class (IIC) rating of 50 based on laboratory tests as defined in ASTM Standards E 492 and E 989. Field tested assemblies shall meet a Field Impact Insulation Class (FIIC) rating of 45 for both occupied and unoccupied units as defined in ASTM Standards E 1007 and E 989, with the exception that the measured impact sound pressure levels shall not be normalized to a standard amount of absorption in the receiving room.

Floor coverings may be included in the assembly to obtain the required ratings. These coverings must be retained as a permanent part of the assembly and may be replaced only by other floor coverings that provide the required impact sound insulation.

4. Tested Assemblies.

- A. Laboratory tested wall or floor-ceiling designs having STC or IIC ratings of 50 or more may be used by the building official to determine compliance with this section during the plan review phase. Field tests shall be required by the building official when evidence of sound leaks or flanking paths is noted, or when the separating assembly is not built according to the approved design.
- B. Generic sound transmission control systems as listed in the *Catalog of STC and IIC Ratings for Wall and Floor-Ceiling Assemblies*, as published by the Office of Noise Control, California Department of Health Services, or the *Fire Resistance Design Manual*, as published by the Gypsum Association, may be used to evaluate construction assemblies for their sound transmission properties. Other tests from recognized laboratories may also be used. When ratings for essentially similar assemblies differ, and when ratings are below STC or IIC 50, field testing may be used to demonstrate that the building complies with this section.
- C. For field testing, rooms should ideally be large and reverberant for reliable measurements to be made in all test bands. This is often not possible for bathrooms, kitchens, hallways or rooms with large amounts of sound absorptive material. Field tests results should, however, report the measured values in all bands, noting those which do not meet relevant ASTM criteria for diffusion.
- D. It should be noted that STC ratings do not adequately characterize the sound insulation of construction assemblies when the intruding noise is predominantly low pitched, as is often produced by amplified music or by large pieces of mechanical equipment.

It should also be noted that the transmission of impact sound from a standardized tapping machine may vary considerably for a given design due to differences in specimen size, flanking transmission through associated structure and the acoustical response of the room below. Laboratory IIC values should therefore be used with caution when estimating the performance of hard surfaced floors in the field. Additionally, IIC ratings may not always be adequate to characterize the subjectively annoying creak or boom generated by footfalls on a limber floor.

5. **Certification.** Field testing, when required, shall be done under the supervision of a person experienced in the field of acoustical testing and engineering and who shall forward test results to the building official showing that the sound isolation requirements stated above have been met. Documentation of field test results should generally follow the requirements outlined in relevant ASTM standards.

(c) Exterior Sound Transmission Control

1. **Application.** Consistent with local land use standards, residential structures located in noise critical areas, such as proximity to highways, county roads, city streets, railroads, rapid transit lines, airports, or industrial areas shall be designed to prevent the intrusion of exterior noises beyond prescribed levels. Proper design shall include, but shall not be limited to, orientation of the residential structure, setbacks, shielding, and sound insulation of the building itself.
2. **Allowable Interior Noise Levels.** Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the Day-night Average Sound Level (L_{dn}) or the Community Noise Equivalent Level (CNEL), consistent with the noise element of the local general plan.
NOTE: L_{dn} is the preferred metric for implementing these standards.

Worst case noise levels, either existing or future, shall be used as the basis for determining compliance with this section. Future noise levels shall be predicted for a period of at least ten years from the time of building permit application.

3. **Airport Noise Sources.** Residential structures to be located where the annual L_{dn} or CNEL (as defined in Title 21, Subchapter 6, CCR) exceeds 60 dB shall require an acoustical analysis showing that the proposed design will achieve the prescribed allowable interior level. For public use airports or heliports, the L_{dn} or CNEL shall be determined from the airport land use plan prepared by the county wherein the airport is located. For military bases, the L_{dn} shall be determined from the facility Air Installation Compatible Use Zone (AICUZ) plan. For all other airports or heliports, or public use airports or heliports for which a land use plan has not been developed, the L_{dn} or CNEL shall be determined from the noise element of the general plan of the local jurisdiction.

When aircraft noise is not the only significant source, noise levels from all sources shall be added to determine the composite site noise level.

4. Other Noise Sources. Residential structures to be located where the L_{dn} or CNEL exceeds 60 dB shall require an acoustical analysis showing that the proposed design will limit exterior noise to the prescribed allowable interior level. The noise element of the local general plan shall be used to the greatest extent possible to identify sites with noise levels potentially greater than 60 dB.

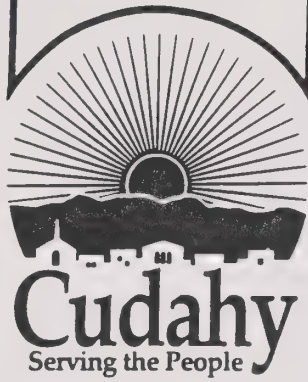
5. Compliance. Evidence of compliance shall consist of submittal of an acoustical analysis report, prepared under the supervision of a person experienced in the field of acoustical engineering, with the application for a building permit. The report shall show topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction (measured or obtained from published data), noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.

If interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify a ventilation or air conditioning system to provide a habitable interior environment. The ventilation system must not compromise the dwelling unit or guest room noise reduction.

6. Field Testing. When inspection indicates that the construction is not in accordance with the approved design, or that the noise reduction is compromised due to sound leaks or flanking paths, field testing may be required. A test report showing compliance or noncompliance with prescribed interior allowable levels shall be submitted to the building official.

Measurements of outdoor sound levels shall generally follow the guidelines in ASTM E 1014.

Field measurements of the A-weighted airborne sound insulation of buildings from exterior sources shall generally follow the guidelines in ASTM E 966. For the purpose of this standard, sound level differences measured in unoccupied units shall be normalized to a receiving room reverberation time of 1/2 second. Sound level differences measured in occupied units shall not be normalized to a standard reverberation time.



Cudahy General Plan Update

Appendix B

HOUSING FINANCE

Construction loans and mortgage loans are often critical factors in the development of affordable housing. While most private lending institutions provided this service, government entities have taken active roles in providing financing programs for residential development. Federal, state and local agencies offer a variety of programs which provide funds for housing construction and mortgage loans. The presence of low income families in Cudahy makes resident households and housing units eligible for many of the programs offered by federal and state agencies. These programs are summarized below.

FEDERAL PROGRAMS

The Department of Housing and Urban Development (HUD) is the primary federal agency responsible for the development and maintenance of housing and residential neighborhoods. It offers a variety of housing programs to assist local agencies, developers, tenants and homebuyers. They include:

Community Development Block Grants (CDBG) provide local governments with funds to encourage the construction of low-income housing, acquiring or write down of land costs for low and moderate income housing; rehabilitation and preservation of low and moderate income housing; and funding infrastructure improvements to help the construction of affordable housing projects. Communities develop their own programs and priorities.

Urban Development Action Grant (UDAG) provides grants to distressed cities to finance residential, commercial or industrial projects to stimulate private investment. Communities must provide matching funds.

Low Income Rental Assistance (Section 8) provides rent subsidies for lower income groups. The Section 8 Existing Program subsidizes a portion of the monthly rents of low income households. The rent amount above 30 percent of the household income and up to the fair market rent of the unit is paid by local housing agencies. The **Section 8 Housing Voucher Demonstration Program** expands the program by using fair market rents to determine subsidy levels but renters may pay more if they choose units with higher rents.

Section 8 New Construction provides funds for the development of affordable housing for elderly, handicapped and low income households. Individuals or organizations sign a rental assistance contract with HUD where HUD pays the rent amount above 30 percent of the tenant incomes and up to the fair market rent of the unit. This program and Section 8 Moderate Rehabilitation have been discontinued and subsidies are provided only for units with moderate or no rehabilitation needed.

Rental Rehabilitation (Section 17) awards grants for housing rehabilitation in conjunction with Section 8 certificates. Grants are restricted to low income communities and units occupied by low income households.

Housing Development Action Grants (Section 17) assists developers in the construction and rehabilitation of rental housing for low income households by providing 50 percent of total project costs.

Seed Money Loans (Section 106 (b)) provides no interest seed money loans for 80 percent of the preliminary construction expenses (organization, legal, consultant, architectural, preliminary site engineering, etc.) in planning affordable housing projects. The loans are made with Section 202 programs.

Direct Loans for Elderly and Handicapped Housing (Section 202) provided direct loans to private, non-profit agencies to finance the construction of units for elderly and handicapped households. Aside from construction financing funds, tenants may also receive rental assistance from Section 8 funds.

One to Four Family Home Mortgage Insurance (Section 203) assists homeowners threatened with foreclosure by granting mortgage payments.

Condominium Housing (Section 203) insures loans for the purchase of condominiums or for the construction or rehabilitation of such units.

Homeownership Assistance for Low and Moderate Income Families (Section 221 (d)(2)) provides loans to low and moderate income families displaced by urban renewal activities. The Loans can be used for the purchase, construction or rehabilitation activities.

The Multi-family Rental Housing for Low and Moderate Income Families (section 221 (d) (3) and (4)) provides mortgage insurance for loans to construct or rehabilitate multifamily projects.

Existing Multi-family Rental Housing (Section 223(f)) insures mortgages for the purchase or refinance of apartment projects.

Homeownership Assistance for Low and Moderate Income Families (Section 235) assists buyers of new homes (approved by HUD) by insuring the loan and supplementing mortgage payments. Interest rates can drop as low as 4 percent.

Single Family Home Mortgage Co-insurance (Section 244) and Multifamily Housing Co-insurance (Section 244) provides mortgage insurance for single family and multi-family purchases.

Public Housing Development, Operating Subsidy and Modernization is a program where local agencies finance the construction of public housing projects and HUD provides technical assistance (planning, development and management) and financial assistance (debt service, annual operating subsidy). Modernization projects are financed with grants for capital improvements, major repairs and management improvements.

Local Indian Housing Authorities are financed by HUD to provide housing assistance to lower income American Indians and Alaskan natives. HUD provides technical assistance and operating subsidies to these agencies.

Title I (Home Improvement Loan Insurance) encourage housing rehabilitation by insuring loans for home improvement projects for single family residences, condominiums, and townhouses.

Stewart B. McKinney Homeless Assistance Act assists agencies providing services to the homeless with matching funds.

The **Farmers Home Administration (FmHA)** is a credit agency for agriculture and rural development. It also provides loans for the construction and rehabilitation of rural housing. Programs administered by FmHA include:

Home Ownership and Home Improvement Loans (Section 502 and 504) provide direct loans or grants to low income households in rural areas for housing construction, mortgage or rehabilitation. They may be used for the purchase of manufactured homes. Loans have interest rates as low as 1 percent.

Rural Housing Repairs Program (section 504) provides loans and grants to very low income households to repair existing substandard dwelling units.

Rural Rental Housing Program (Section 515) provides loans for the construction or rehabilitation of rental or cooperative housing for low and moderate income groups and elderly persons in rural areas. Loans may be used to buy manufactured homes.

Farm Labor Housing Loans and Grants (Section 514/516) provides loans and grants for construction, rehabilitation or acquisition of rental housing for farmworkers. Loans may be used for infrastructure improvements.

Rental Assistance Program (Section 521) provides rental subsidies to low income households using more than 25 percent of their income for rent payments.

Self-Help Housing (Section 523 and 524) provides grants to counselors and construction supervisors of FmHA Section 502 projects and other agencies for land acquisition and off-site loans.

Rural Housing Sites Loan Program (Section 523 and 524) provides direct loans to private and public non-profit agencies to buy and develop land for low and very low income households. Section 523 loans require self-help construction.

Rural Preservation Grant Program (Section 533) provides grant for agencies to rehabilitate older rural homes of very low and low income households.

Mortgage Revenue Bonds are tax-exempt revenue bonds which may be issued by local governments to help finance low-interest mortgage loans for housing units.

Redevelopment Agency Tax Increment Financing is the 20 percent of all redevelopment monies which should be spent for the development of affordable housing projects in the community. They may be used for rent subsidies, land cost write-downs, rehabilitation and new construction.

Assessment District are financing tools for the construction of infrastructure at tax-exempt interest rates. The Assessment District involves the sale of bonds with property owners charged for the costs in their tax bills.

The Veterans Administration (VA) has a **Loan Guarantee Program** which guarantees homes loan by private lenders to veterans who do not qualify for a loan. VA also has a **Specially Adapted Homes Program** which provides grants to veterans of a service-related disability. The grants may be used for the remodelling of a home to make it more accessible and functional.

STATE PROGRAMS

The California Housing Finance Agency (CHFA) provides low interest deferred payment second mortgages, preserves federally-subsidized rental housing, insures rental housing,

Home Ownership Home Improvement Program (HOHI) is administered by the California Housing Finance Agency (CHFA) through the issuance of tax-exempt bonds to provide low interest financing for housing construction or rehabilitation in areas needing revitalization. CHFA originates and services the loans through commitment with private lenders.

Redevelopment Construction Loans (SB 99) are issued to provide long term and low interest loans for housing construction and rehabilitation in redevelopment project areas. Agencies issue revenue bonds and proceeds are used to finance home loans, lower interest rates, rehabilitate substandard housing or finance commercial projects serving residential neighborhoods.

Direct Lending by CHFA provides mortgage loans for the construction or rehabilitation of housing projects with five units or more. CHFA issues tax exempt bonds for the loan.

Rental Housing Construction Program (AB 333) provides grants to CHFA or local governments for the construction of rental housing. Agreements with the property owner reserve at least 30 percent of the units for low income households.

The Department of Housing and Community Development (HCD) is the primary state agency dealing with housing programs and loans/grants in California. It provides funds for rental rehabilitation, seismic repairs, emergency shelters, farmworker housing and a host of other financing assistance. Programs offered by HCD are summarized in the attached HCD publication.

State of California

PETE WILSON, GOVERNOR

CARL D. COVITZ, SECRETARY
Business, Transportation & Housing Agency

Department of Housing &
Community Development

LOAN AND GRANT PROGRAMS

for the

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March 1991

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California Homeownership Assistance Program (CHAP)

Purpose: To assist low- and median-income families to achieve homeownership.

Type & Terms of Assistance: Program assistance is in the form of an equity sharing mortgage participation loan, whereby the State provides loans of up to 49 percent of the purchase price of a home with the balance financed by a private lender. The buyer provides a small down payment and pays closing costs. When the home is sold, the state loan amount and a proportional share of the equity are repaid to the CHAP revolving loan fund.

Eligible Activities: Home purchase by renters who might be displaced by condominium or stock cooperative conversion; space purchase by mobilehome park residents when the park is converted to a condominium or a stock cooperative; buyers of factory-built housing or mobilehomes developed on permanent foundations; and development or purchase of resident-owned mobilehome parks by nonprofit corporations.

Eligible Applicants: Local governments, Indian Reservations, and nonprofit corporations.

Application Procedure: Requests for Proposals are issued as funds become available.

Authority: Health and Safety Code Section 50775 et seq., Statutes of 1979, Chapter 1043.

Contact: Christine Webb-Curtis, Manager, Homeownership Loan Unit, (916) 445-0110.

California Housing Rehabilitation Program - Owner Component (CHRP-0)

Purpose: Rehabilitation of substandard homes owned and occupied by lower-income households.

Type & Terms of Assistance: The program provides loans at 3 percent simple interest on the unpaid principal balance. Loans generally carry terms of five years and can be extended, providing that the household is still eligible, for additional five-year periods. An exception is that loans to elderly households are repaid at time of sale or transfer.

Eligible Activities: Rehabilitation required to bring a home into compliance with the California Health and Safety Code including: repair of code violations; improvements to ensure handicapped accessibility; room additions; and general property improvements.

Eligible Applicants: Local government agencies and nonprofit entities sponsoring owner-occupant housing rehabilitation projects.

Application Procedure: Applications are accepted on a continuous basis.

Authority: Health and Safety Code Section 50660 et seq., Statutes of 1979 and 1988, Chapter 34.

Contact: Victor Rea, Manager, CHRP-O, (916) 323-3178.

California Self-Help Housing Program (CSHHP)

Purpose: Assist low- and moderate-income families to build and rehabilitate their homes with their own labor.

Type & Terms of Assistance: Grants are available to sponsor organizations to provide technical assistance to participating families. Ten percent (10%) simple interest loans are made to sponsor organizations to assist with project development and construction. Interest on the development assistance loan will be waived when "rolled over" as mortgage assistance for individual low-income homeowners. Seven percent (7%) rehabilitation and mortgage assistance loans are available to low-income homeowners. Repayment of principal and interest is deferred until the property is sold or transferred, or until the owner ceases full-time occupancy. Loans are forgiven after 20 years of full-time occupancy.

Eligible Activities: Loan activities -- new construction, rehabilitation and mortgage assistance for low-income individuals and families. Technical assistance activities -- training and supervision of low- and moderate-income self-help homebuilders.

Eligible Applicants: Local government agencies and nonprofit corporations.

Application Procedure: Applications for projects are accepted and reviewed on a continuous basis.

Authority: Health and Safety Code Section 50690 et seq., Statutes of 1978, Chapter 1354; Statutes of 1984, Chapter 1690.

Contact: Christine Webb-Curtis, Manager, Homeownership Loan Unit, (916) 445-0110.

Mobilehome Park Resident Ownership Program (MPROP)

Purpose: Assist low-income resident purchase of mobilehome parks to preserve housing affordability.

Type & Terms of Assistance: Technical assistance to mobilehome park resident organizations that are purchasing their park. Seven percent (7%) simple interest short-term loans of up to three years for costs of park ownership conversion, and long-term loans up to 30 years for permanent blanket or individual loans.

Eligible Activities: Short-term conversion loans to facilitate park purchase by a resident organization corporation. Long-term blanket loan – park purchase by a resident organization corporation where loan benefits are exclusively used to assure affordable housing costs for low-income park residents. Individual loans to low-income park residents to assure housing affordability when they purchase a cooperative interest or condominium space.

Eligible Applicants: Co-applicants must be an organization formed by mobilehome park residents and a local government agency.

Application Procedure: Request for Proposals are issued as funds are made available.

Authority: Health and Safety Code Section 50780 et seq., Statutes of 1984, Chapter 1692.

Contact: Christine Webb-Curtis, Manager, Homeownership Loan Unit, (916) 445-0110.

California Housing Rehabilitation Program - Rental Component (CHRP-R)

Purpose: Preservation and rehabilitation of unreinforced masonry multi-family units to increase the ability of the structures to withstand earthquakes and rehabilitation or rehabilitation and acquisition of substandard low-income rental housing to bring the buildings into compliance with the California Health and Safety Code.

Type & Terms of Assistance: Loans carry an interest rate of 3 percent simple interest. Loans are for a minimum of 20 years for rehabilitation only, and 30 years or more for acquisition and rehabilitation or refinancing and rehabilitation.

When funds are used for the seismic rehabilitation of unreinforced masonry structures, 70 percent of the assisted units must be occupied by low-income households. When funds are used for the health and safety rehabilitation of rental structures, all assisted units must be occupied by low-income persons.

The minimum number of assisted units is the number of units occupied by low-income households at the time of application. The rent for assisted units is restricted by a regulatory agreement.

Eligible Activities: Rehabilitation including seismic rehabilitation, code violation rehabilitation, conversion from nonresidential to residential use, or reconstruction. Eligible projects include single-family or multi-family rental dwellings, residential hotels, mixed residential and commercial buildings, mixed owner-occupied and rental buildings, group homes for persons in need of special services, congregate homes, and limited equity cooperatives.

Eligible Applicants: Local Government agencies, for-profit and nonprofit organizations, and individuals.

Application Procedure: Applications are accepted on a continuous basis and are rated and ranked at least quarterly.

Authority: Health and Safety Code Section 50660 et seq., Statutes of 1979 and 1988, Chapter 1103.

Contact: Steve Mabs, Manager, CHRP-R, (916) 445-6501.

California Natural Disaster Assistance Program - Rental Component (CALDAP-R)

Purpose: To provide for the unmet housing rehabilitation needs of owners of rental housing units damaged by natural disaster.

Type & Terms of Assistance: Loans carry an interest rate of 3 percent simple interest. Repayment of interest and principal is deferred for the loan term of 20 - 30 years. Borrowers who agree to make rents affordable to low-income households for an extended term may be eligible to have the loan amount forgiven. Some restrictions on rental rates apply for tenants in the property who occupy the building after rehabilitation. Tenants who occupied the building prior to the disaster and others displaced by the disaster must be given priority for occupancy in the building.

Eligible Activities: Repair or reconstruction of rental properties damaged or destroyed by natural disaster including -- elimination of code violations, cosmetic repairs made necessary by other repairs, reimbursement of approved eligible costs related to emergency repairs and incurred before loan approval, acquisition and repair of damaged properties.

In limited circumstances, CALDAP funds can be used to refinance existing indebtedness if it is necessary to comply with program rent limitations. CALDAP funds cannot be used to pay for nonessentials, luxury quality materials or construction techniques, or personal property or furnishings.

Rental properties include single- or multi-family dwellings, apartments, residential hotels, mixed residential and commercial properties, owner-occupied rental properties of three units or more, and limited equity and stock cooperatives.

Eligible Applicants: Owners of rental properties damaged by natural disaster who have properly registered at a Disaster Application Center (DAC) during the emergency period and have exhausted all other forms of assistance.

Application Procedure: Contact your local government housing program office to determine if they are a participating CALDAP jurisdiction. CALDAP jurisdictions can provide, receive, and review applications. Otherwise applications can be obtained from, and submitted for review to, the Department of Housing and Community Development.

Authority: Health and Safety Code Section 50661.5 et seq., Statutes of 1989, Chapter 19.

Contact: Mary Lennarz, CALDAP-R Manager or Michael Carroll, Manager, CALDAP (916) 327-3594.
Applicant information: (Toll Free) 1-800-552-5479.

Rental Housing Construction Program (RHCP)

Purpose: New construction of rental units affordable to low-income households.

Type & Terms of Assistance: Forty-year loan with deferred payment of principal. Loans carry an interest rate of 3 percent per annum simple interest. Both construction and permanent financing are available. The loan term can be extended beyond the 40-year term. The number of assisted units in each project must be at least 30 percent of the total number of units. At least two-thirds of the assisted units in a project shall be for very low-income households. The rent for assisted units is restricted by a regulatory agreement.

Eligible Activities: Development and construction costs associated with new rental housing units for low-income households. Projects must have at least five rental or cooperative units on one or more sites, i.e., a mobilehome park with five or more mobilehome units, or a residential hotel or group home with five or more units.

Between 20 and 30 percent of RHCP funds must be made available to projects serving the elderly and physically handicapped.

Eligible Applicants: For-profit and nonprofit corporations, local government agencies, and individuals.

Application Procedure: Awards are made on a bi-monthly basis. Awards are made available through a Notice of Funding Availability (NOFA).

Authority: Health and Safety Code Section 50735 et seq., amended by Chapter 1043, Statutes of 1989.

Contact: Russ Schmunk, Manager, RHCP, (916) 327-2864.

Family Housing Demonstration Program (FHDP)

Purpose: Development of new affordable rental or cooperative housing that provides on-site support services for low-income families.

Type & Terms of Assistance: Twenty- to forty-year, 3 percent interest, deferred-payment loan to decrease construction and long-range operating costs for Community or Congregate Housing which may be conventional rental units or units in a cooperative.

Community Housing is a development of 20 or more units on one or more sites. The housing must include a range of unit sizes..

Congregate Housing is a new or rehabilitated large, multi-bedroom structure occupied by two-to-ten households. The facility provides common living areas. Occupants share household responsibilities such as childcare, cleaning, and cooking.

For both Congregate and Community Housing, units must be for very low-income households, which is 50 percent of area median income. The number of assisted units in each project must be at least 30 percent (30%) of the total number of units. Twenty to thirty percent (20%-30%) of the assisted units must be available for elderly persons; the balance must be for families with children.

On-site support services must be provided and include, but are not limited to -- child care, community rooms, community laundry facilities, job training and employment opportunities.

Eligible Activities: New construction, rehabilitation, or acquisition and rehabilitation costs for either congregate or community housing developments occupied by low-income households. The units must be in projects that provide on-site support services such as, but not limited to, child care, job training, and employment services.

Eligible Applicants: Local government agencies and nonprofit housing development organizations.

Application Procedure: Applications are expected to be available in December of 1990.

Authority: Health and Safety Code Section 50880 et seq., Statutes of 1988, Chapter 15.

Contact: Cindy Cavanaugh, Manager, FHDP, (916) 327-2069.

Permanent Housing for the Handicapped Homeless Program (PHH)

Purpose: On behalf of community organizations providing affordable housing for the disabled homeless, the Department of Housing and Community Development (HCD) will apply to the U.S. Department of Housing and Urban Development (HUD) for project funding.

Type & Terms of Assistance: Grants of up to 50 percent of total acquisition and rehabilitation costs. Matching funds of at least 50 percent must be provided by nonfederal sources. When available, funds from the Housing Rehabilitation Loan Fund may be used by eligible applicants as a portion of the required match. Projects using combined funds must conform to both HUD and HCD requirements. Grants for up to 75 percent of supportive services and project operating costs are also available.

Eligible Activities: Facility acquisition, rehabilitation, and operations for multi-unit and group home projects developed for the disabled homeless.

Eligible Applicants: Private nonprofit organizations and public housing agencies.

Application Procedure: When HUD announces that funds are available, awards are made using the Request For Proposal process.

Authority: PHH is administered by the California Housing Rehabilitation Program - Rental Component (CHRP-R; page 5). Funds are authorized by the Stewart B. McKinney Homeless Assistance Act of 1987.

Contact: Steve Mabs, Manager, CHRP-R, (916) 445-6501.

State Rental Rehabilitation Program (SRRP)

Purpose: Rehabilitation of rental units serving lower- and moderate-income renters in rural communities.

Type & Terms of Assistance: Grant.

Eligible Activities: Up to 50 percent of eligible rehabilitation costs but no more than \$5,000 per studio unit, \$6,500 per one-bedroom unit, \$7,500 per two-bedroom unit, and \$8,500 per unit for three or more bedrooms.

Eligible Applicants: Small cities and counties, including: jurisdictions eligible for State Community Development Block Grant funds (see page 21) and cities receiving less than \$50,000 under HUD's SRRP allocation formula.

Application Procedure: Funds are awarded using a Request For Proposals (RFP) process.

Authority: The program is authorized and funded by the U.S. Department of Housing and Urban Development (HUD) Rental Rehabilitation Program. Also see Health and Safety Code Section 50406 et seq., Statutes of 1977, Chapter 610.

Contact: Tom Bettencourt, Manager, SRRP, (916) 445-6000.

California Energy Conservation Rehabilitation Program (CECRP)

Purpose: Assist energy conservation rehabilitation of owner and renter farmworker housing, residential hotels and rental housing occupied by the elderly or handicapped.

Type of Assistance: For low-income households -- Grants of up to \$2,000 per unit, or five-year 10 percent interest loans of \$2,001 to \$5,000 per unit. Loan payments are deferred and are fully forgiven if all conditions of eligibility and occupancy are maintained for five years.

Eligible Activities: CECRP pays for structural rehabilitation -- wall, floor and ceiling -- to accommodate installation of weatherization measures such as insulation, weather stripping, caulking and water heater blankets, or to accommodate installation of alternative energy measures. CECRP also pays for repair, retrofit and replacement of doors and windows and heating and cooling equipment. CECRP complements existing low-income household "weatherization" assistance programs that pay for weatherization measures.

Eligible Applicants: For-profit or nonprofit corporations or local government agencies that have extensive experience providing housing rehabilitation or weatherization services for low-income people.

Application Procedure: Applications will be accepted on a continuous basis after the Notification of Funding Availability is issued in the Fall of 1990.

Authority: Public Resources Code Section 25402., et seq., Statutes of 1988, Chapter 1429.

Contact: Allison Branscombe, Program Manager, (916) 327-2896.

Predevelopment Loan Program [Urban & Rural] (PLP)

Purpose: To provide predevelopment capital for starting low-income housing projects.

Type & Terms of Assistance: Seven percent (7%) loans for up to three years.

Eligible Activities: Predevelopment costs including, but not limited to: site control, engineering studies, architectural plans, application fees, legal services, permits, bonding, and site preparation. Loans are also made for site acquisition to land bank sites for future low-income housing development.

Eligible Applicants: Local government agencies and nonprofit corporations.

Application Procedure: Applications are accepted, and loans are awarded on a continuous basis.

Authority: Health and Safety Code Sections 50515 et seq. and 50650 et seq., Statutes of 1977, Chapter 610; Statutes of 1986, Chapter 1339.

Contact: Denise Boswell, Manager, PLP, (916) 445-0877.

Predevelopment Loan Program (PLP) - Natural Disaster Component

Purpose: To provide predevelopment capital for reconstruction or rehabilitation of subsidized rental or homeowner housing damaged by natural disaster.

Type & Terms of Assistance: Seven percent loans; one- to three-year term. The interest rate may be reduced or eliminated if it is determined that the interest would prevent a significant number of persons of very low-income from owning or occupying the assisted housing.

Eligible Activities: Predevelopment costs including, but not limited to: site control, engineering studies, architectural plans, application fees, legal services, permits, bonding, and site preparation.

Eligible Applicants: Local government agencies and nonprofit corporations.

Application Procedure: Applications are accepted, and loans are awarded on a continuous basis.

Authority: Administered by the Predevelopment Loan Program (PLP, see page 10). Health and Safety Code Section 34052 et seq., Statutes of 1989, Chapter 19.

Contact: Denise Boswell, Manager, PLP, (916) 445-0877.

State Earthquake Rehabilitation Assistance Program (SERA)

Purpose: To provide unmet costs of rehabilitation or replacement of rental or owner-occupied housing damaged as a result of the Los Angeles-Whittier Narrows earthquake of 1987.

Type & Terms of Assistance: Three percent (3%) deferred payment loans. Homeowner loans must be repaid upon sale or transfer of the property. The initial term for rental loans is five years. Loans may be extended for five-year periods up to a total of 30 years.

Eligible Activities: Repair or reconstruction of dwellings damaged or destroyed by the earthquake, elimination of code violations in earthquake-damaged structures, and tenant relocation (rental component only).

Eligible Applicants: Homeowners or rental property owners in the earthquake area who properly registered at a Disaster Application Center during the emergency period and who have exhausted all other forms of assistance.

Application Procedure: No new applications are being accepted. Assistance is being provided to existing applicants only.

Authority: Health and Safety Code Section 50660 et seq., Statutes of 1987, Chapters 2X and 4X.

Contact: Victor Rea, Manager, SERA, (916) 323-3178.

California Indian Assistance Program (CIAP)

Purpose: Assist tribal organizations to obtain and administer housing, community and economic development project funds provided by federal and state agencies.

Type & Terms of Assistance: Technical assistance only.

Eligible Activities: Staff experts are experienced with housing rehabilitation and construction, economic development, and the development of community facilities and infrastructure. Staff provide consultation to obtain and administer grants from various sources including: HUD Indian and State Community Development Block Grant Programs, the Bureau of Indian Affairs, Indian Health Services, the Farmers Home Administration, U.S. Department of Interior Administration for Native Americans Program, and the Economic Development Administration.

Eligible Applicants: Members of the 109 tribal organizations located in the State.

Application Procedure: N/A.

Authority: Transferred from the Governor's Office of Planning and Research in 1978.

Contact: Jack Sanderson, Manager, CIAP, (916) 445-4727.

Emergency Shelter Program (ESP)

Purpose: Provide emergency shelter for homeless individuals and families.

Type & Terms of Assistance: Grants. Each county receives a grant allocation. Twenty percent (20%) of the total allocation is made available to nonurban counties.

Eligible Activities: Rehabilitation, renovation, expansion of existing facilities, site acquisition (including lease or purchase of an existing site or facility), equipment purchase, vouchers, and administration of the award (limited to no more than 5 percent of a single award). Ineligible activities are operational costs, including but not limited to one-time rent, direct and indirect client services.

Eligible Applicants: Local government agencies and nonprofit corporations that shelter the homeless on an emergency basis. It is a threshold requirement for eligibility that the shelter provide staff and support services to residents.

Application Procedure: In some counties an authorized Local Board of shelter service providers may distribute, rank and prioritize applications for ESP funding. Final award determination is made by ESP. Where no Local Board exists, applications are submitted directly to ESP. Funds are awarded using a Notice of Funding Availability (NOFA) process. Check with the ESP Program staff to determine where your application should be submitted.

Authority: Health and Safety Code Section 50080 et seq., Statutes of 1983, Chapter 1089.

Contact: Tom Monahan, Manager, ESP, (916) 445-0845.

ESP - Natural Disaster Component

Purpose: Provide emergency shelter for individuals and families made homeless as a result of a natural disaster.

Type & Terms of Assistance: Grant.

Eligible Activities: Temporary expansion of existing shelters; conversion of existing space to shelter use; shelter acquisition by purchase or lease; purchase or lease of shelter equipment (including mobilehomes) necessary to expand the number of people served; rental vouchers; operational expenses necessary to operate shelters; and grant administration expenses.

Eligible Applicants: Local public entities or nonprofit corporations that provide emergency shelter.

Application Procedure: Applications are received, reviewed, and awards made on a continuous basis.

Authority: Administered by the Emergency Shelter Program (ESP; see page 12). Health and Safety Code Section 34070 et seq., Statutes of 1989, Chapter 19.

Contact: Tom Monahan, Manager, ESP, (916) 445-0845.

Farmworker Housing Grant Program (FWHG)

Purpose: To provide owner-occupied and rental units for low-income agricultural workers.

Type & Terms of Assistance: For low-income agricultural worker households:

Grants for Owner & Homeowner New Construction & Rehabilitation - A match of at least 50 percent is required. If the unit is sold before the 10th year, the full grant amount must be repaid. Between years 11 and 20, the grant is forgiven at a rate of 10 percent a year until it is fully forgiven after 20 years.

Rental Construction Grants -- Lien restrictions for assisted units are required for 40 years. If assisted units are sold before 40th year the grant must be repaid in full.

Rental Rehabilitation Grants -- Lien restrictions for assisted units are required for 20 years. If assisted units are sold before the 20th year the grant must be repaid in full.

Eligible Activities: Any construction-related cost in the development of housing for agricultural workers, including land acquisition, site development, new construction and rehabilitation.

Eligible Applicants: Local government agencies, nonprofit corporations, and federally recognized Indian tribes.

Application Procedure: Applications are received and reviewed on a continuous basis.

Authority: Health & Safety Code Section 50517.5, Statutes of 1977, Chapter 927.

Contact: Allison Branscombe, Manager, FWHG Program, (916) 324-0695.

FWHG - Natural Disaster Component

Purpose: To rehabilitate homes, or rental units occupied by agricultural workers, that have been damaged by natural disaster.

Type & Terms of Assistance: Grants. Several funding requirement changes have been made for the FWHG disaster allocation, including -- (1) Liens to secure funds awarded for technical assistance will not be required (liens are still required for rehabilitation or acquisition and rehabilitation); (2) The required 50 percent match may include Small Business grants or loans awarded or other match funds available; (3) A match waiver of the match requirement may be considered when it is thoroughly documented that a full match is not available.

Eligible Activities: Housing rehabilitation or acquisition and rehabilitation; preparation of funding applications; and supervision of expenditures, including, but not limited to, estimates, work write-ups, bidding supervision, and inspections.

Eligible Applicants: Nonprofit corporations, local public entities, or housing owners.

Application Procedure: Applications are received and awards made on a continuous basis.

Authority: Administered by the Farmworker Housing Grant Program (FWHG; see page 14). Health and Safety Code Section 50517.7 et seq., Statutes of 1989, Chapter 19.

Contact: Allison Branscombe, Manager, FWHG Natural Disaster Component, (916) 324-0695.

Federal Emergency Shelter Grant Program (FESG)

Purpose: Provide emergency shelter for homeless individuals and families.

Type & Terms of Assistance: Grant.

Eligible Activities: Facility conversion, rehabilitation, maintenance, operating costs, rent, and provision of essential services such as transportation, legal aid, and counseling to accelerate transition to independent living.

Eligible Applicants: Local government agencies in small communities that do not directly receive shelter funds from the U.S. Department of Housing and Urban Development (HUD) and nonprofit providers. Local nonprofit shelter organizations may also receive funds as a service provider working in cooperation with a local government agency applicant.

Application Procedure: When HUD announces that funds are available, they are awarded using a Request For Proposals (RFP) process.

Authority: The Stewart B. McKinney Homeless Assistance Act of 1987 (amended in 1988).

Contact: Tom Monahan, Manager, FESG, (916) 445-0845.

Housing Assistance Program (HAP)

Purpose: To provide affordable rental units for low- and very low-income households.

Type & Terms of Assistance: Grants of housing assistance payments from the U.S. Department of Housing and Urban Development (HUD Section 8 certificates). In rural counties that have no Housing Authority, the HAP Rural Rental Component contracts with local agencies to provide rental assistance payments. The HAP Aftercare Component contracts statewide with housing authorities and nonprofit corporations to provide rental assistance to disabled adults residing in independent living arrangements.

Eligible Activities: Rental assistance.

Eligible Applicants: Local government agencies and nonprofit organizations.

Application Procedure: Requests to participate are solicited when additional rental assistance is available.

Authority: Health and Safety Code Sections 50680 et seq., Statutes of 1981, Chapter 1165.

Contact: Earl Lee, Manager, HAP, (916) 324-7696.

Office of Migrant Services (OMS)

Purpose: To provide safe, decent, and affordable temporary housing and support services to migrant families during the peak harvest season.

Type & Terms of Assistance: Grant. Counties and grower associations generally provide the land for migrant centers as an in-kind contribution.

Eligible Activities: Construction, expansion, rehabilitation and operation of migrant centers.

Eligible Applicants: Local government agencies, housing authorities, nonprofit corporations, school districts and health agencies.

Application Procedure: Funds for operation and rehabilitation of existing centers are budgeted on an annual basis. Requests for Proposals for new construction projects are issued when funds are available.

Authority: Health and Safety Code Section 50710 et seq., Statutes of 1981, Chapter 1165; Statutes of 1985, Chapter 967; Statutes of 1988, Chapter 112.

Contact: Gordy de Necochea, Unit Chief, Monitoring and Management Unit, (916) 327-3712.

Office of Migrant Services (OMS) - Natural Disaster Component

Purpose: Continue the operation of state-funded migrant centers needed for an emergency response to natural disasters.

Type & Terms of Assistance: Grants.

Eligible Activities: Center operating costs, including repair and maintenance.

Eligible Applicants: Housing authorities and local government agencies administering state-funded migrant centers.

Application Procedure: Applications are accepted, reviewed, and funds awarded on a continuous basis.

Authority: Health and Safety Code Section 34053 seq., Statutes of 1989, Chapter 19.

Contact: Gordy de Necochea, Unit Chief, Monitoring and Management Unit, (916) 327-3712.

Rental Security Deposit Guarantee Demonstration Program (RDG)

Purpose: Assist homeless individuals and families to obtain permanent housing.

Type & Terms of Assistance: Grants. A 15 percent cash match is required.

Eligible Activities: Provide landlords with rental deposit contractual guarantees for homeless households transitioning to permanent rental housing.

Eligible Applicants: Local government agencies and nonprofit corporations that provide services to the homeless. The statute limits grants to the counties of Los Angeles, Contra Costa, Fresno, San Francisco, Alameda, Sacramento, and at least one rural county in northern California.

Application Procedure: When funds are available, they are awarded concurrently with the Emergency Shelter Program Request for Proposals (RFP) process.

Authority: Administered by the Emergency Shelter Program (ESP; see page 12). Health and Safety Code Section 50810 et seq., Statutes of 1987, Chapter 11.5.

Contact: Tom Monahan, ESP, (916) 445-0845.

Rental Security Deposit Guarantee Program (RSDG) -Natural Disaster Component

Purpose: Assist individuals and families homeless as a result of natural disaster to obtain permanent housing.

Type & Terms of Assistance: Grants.

Eligible Activities: Security deposit guarantees to landlords or direct grants to households.

Eligible Applicants: Local government agency or nonprofit organization shelter providers.

Application Procedure: When funds are available, applications are received, reviewed, and awards made on a continuous basis.

Authority: Administered by the Emergency Shelter Program (ESP; see page 12). Health and Safety Code Section 34078 et seq., Statutes of 1989, Chapter 19.

Contact: Tom Monahan, Manager, ESP, (916) 445-0845.

Rural Community Facilities Technical Assistance Program (RTAP)

Purpose: Assist rural communities obtain federal and state water and wastewater project loans and grants.

Type & Terms of Assistance: Grants and technical assistance.

Eligible Activities: Project predevelopment and application activities including professional consulting services, district formation, test wells, preliminary engineering and other costs necessary to obtain project approval.

Eligible Applicants: Rural local governments and nonprofit organizations.

Application Procedure: When funds are available, a Request for Proposals is issued.

Authority: RTAP is administered by the Rural Development Assistance Program (RDAP, see below). Health and Safety Code Section 6120 et seq., Statutes of 1983, Chapter 1152.

Contact: Chico Headquarters: Wayne Walker, Manager, RDAP, (916) 891-6870. Yucca Valley Field Office: Karen Kupcha, Regional Manager, (619) 369-7355.

Rural Development Assistance Program (RDAP)

Purpose: To help local agencies in under-served rural areas of the State to become self-sufficient acquiring and administering Federal and State community development funding.

Type & Terms of Assistance: Technical Assistance and grants.

Eligible Activities: Staff experts are experienced with housing rehabilitation and construction, economic development, and the development of community facilities and infrastructure. Staff provides consultation and small grants for project development, fund acquisition, implementation and administration.

Eligible Applicants: Communities receiving RDAP technical assistance and grants are located in the Superior Valley counties of Butte, Tehama, Glenn, Yuba, Nevada, Sutter, Lassen, Colusa, and Trinity, and the Southern California target counties of Imperial, rural Riverside and rural San Bernardino.

Application Procedure: Communities within target counties may request technical assistance on an ongoing basis. When funds are available communities in target counties may apply for small community development project start-up grants. All target counties communities are notified when funding is available.

Authority: Health and Safety Code Section 50407 et seq., Statutes of 1977, Chapter 610.

Contact: Chico Headquarters: Wayne Walker, Manager, RDAP, (916) 891-6870. Yucca Valley Field Office: Karen Kupcha, Regional Manager, (619) 369-7355.

Senior Citizens Shared Housing Program (SCSHP)

Purpose: Assist senior citizens to obtain affordable housing.

Type & Terms of Assistance: Grant.

Eligible Activities: The Match-up Shared Housing component--services to assist seniors to find others with whom they can share housing including outreach, client counseling, placement and follow-up, and information and referrals.

Technical Assistance component--training to start a new senior shared housing program or to improve an existing program, including costs for conferences, workshops, consultation, and training materials.

Senior Shared Group Resident component--reasonable and necessary costs to start funding for shared group residences, including first and last months' rent; damage, cleaning, security and utility deposits; vacancy reserve; minor necessary renovations; and related administrative costs. The residence must be occupied by three or more unrelated adults. At least 50 percent of the residents must be 60 years of age or older.

Eligible Applicants: Local government agencies and nonprofit corporations.

Application Procedure: When funds are available, a Request for Proposals is issued.

Authority: Health & Safety Code Section 50533 et seq., Statutes of 1983, Chapter 1307; Statutes of 1984, Chapter 1630.

Contact: Susan Kessler, Manager, SCSHP, (916) 327-3748.

State Community Development Block Grant (CDBG) Program

The Department administers the federal Community Development Block Grant (CDBG) program for non-entitlement cities and counties throughout the State. One hundred and eighty small cities and counties are eligible to apply for CDBG funds. Those jurisdictions eligible to participate include cities with a population less than 50,000 and counties with a population less than 200,000 that do not automatically receive U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant Funds.

CDBG General and Native American Allocation: At least 51 percent of the State CDBG funds must be used for housing or housing-related activities. One and one-quarter percent (1.25%) of the funds are awarded to projects serving Native Americans who do not belong to a federally recognized Indian tribe or rancheria. (See below.)

CDBG Economic Development Allocation: Thirty percent (30%) of the overall HUD allocation is set aside for economic development activities. (See page 22.)

Community and Economic Development Planning/Technical Assistance Grants: Ten percent (10%) of the overall funds are set aside for planning/technical assistance. (See page 22.)

Authority: Health & Safety Code Section 50825 et seq., Statutes of 1983, Chapter 963; Statutes 1988, Chapter 1144.

CDBG General and Native American Allocation

Purpose: To fund housing, community, and economic development projects serving lower-income people in rural communities.

Type & Terms of Assistance: Grant.

Eligible Activities: Water and wastewater facilities, public services, community facilities, housing rehabilitation and under limited conditions, new construction.

Eligible Applicants: Cities with populations under 50,000 and counties with populations under 200,000, that do not participate in the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) entitlement program.

Application Procedure: Annual Request for Proposal (RFP) process.

Authority: The CDBG General and Native American Allocation is administered by the State CDBG Program. (See above.)

Contact: Darlene Kammeyer, Manager, or Dave Williamson, Manager State CDBG, (916) 445-6000.

CDBG Economic Development Allocation

Purpose: To create or retain jobs for low-income households in rural communities.

Type & Terms of Assistance: Grants of up to \$500,000. Consideration is given to leveraging of private financing.

Eligible Activities: Activities that create or retain jobs for low-income households, including working capital loans to businesses and developers, land acquisition, refinancing of onerous debt, and grants and loans for site improvements, small business incubators, and business start-ups.

Eligible Applicants: Counties with less than 200,000 residents in the unincorporated area and cities with less than 50,000 that are not participants in the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) entitlement program.

Application Procedure: Funds are awarded using an annual Request For Proposal (RFP) process. Applications are continuously received and reviewed. Awards are made on a quarterly basis.

Authority: The Economic Development Allocation is administered by the State Community Development Block Grant Program. (See page 21.)

Contact: Darlene Kammeyer, Manager CDBG, (916) 445-6000.

CDBG Community and Economic Development Planning/Technical Assistance Allocation

Purpose: Assist small communities to assess the feasibility of economic, housing and community development projects.

Type & Terms of Assistance: Grants of up to \$30,000. A cash match of up to 25 percent of requested funds is required. The match percentage is determined by a sliding scale based on the relative amount of local sales and use tax revenues for the jurisdiction.

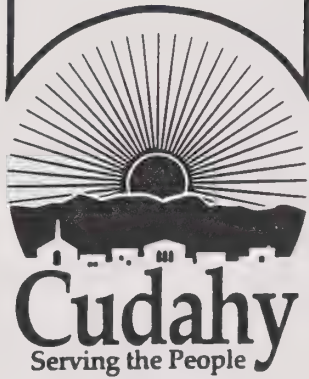
Eligible Activities: Economic, housing and community project feasibility studies for activities that meet overall CDBG objectives, including providing principal benefits for moderate- and low-income persons.

Eligible Applicants: Counties with less than 200,000 residents in the unincorporated area and cities with less than 50,000 that are not participants in the U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant entitlement program.

Application Procedure: Funds are awarded using an annual Request For Proposal (RFP) process. Applications are continuously received and reviewed. Awards are made on a quarterly basis.

Authority: The Planning/Technical Assistance Allocation is administered by the State Community Development Block Grant Program. (See page 21.)

Contact: Dave Williamson, Manager, or Darlene Kammeyer, Manager, CDBG, (916) 445-6000.



Cudahy General Plan Update

Appendix C

**EXISTING ROADWAY NOISE
CALCULATION WORKSHEETS**

TABLE 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: CLARA STREET
NOTES: FROM WILCOX AVENUE TO LOS ANGELES RIVER

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16100 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	EVENING	NIGHT
---	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	113.5	356.0

TABLE 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: ELIZABETH STREET
NOTES: FROM WILCOX AVENUE TO LOS ANGELES RIVER

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2400 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

DAY ---	EVENING -----	NIGHT -----
------------	------------------	----------------

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 54.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	0.0	54.5

TABLE 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: SANTA ANA STREET
NOTES: FROM WILCOX AVENUE TO PARK AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3500 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	78.4

TABLE 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91

ROADWAY SEGMENT: WILCOX AVENUE

NOTES: FROM PATATA STREET TO SANTA ANA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3150 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	0.0	70.7

TABLE 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91

ROADWAY SEGMENT: WILCOX AVENUE

NOTES: FROM SANTA ANA STREET TO CLARA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12650 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	89.3	279.8

TABLE 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: WILCOX AVENUE
NOTES: FROM CLARA STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13650 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	EVENING	NIGHT
---	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	96.2	301.9

TABLE 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: CLARA STREET
NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11100 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	79.0	245.7

TABLE 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: ELIZABETH STREET
NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6100 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION DAY	PERCENTAGES EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 58.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	135.4

TABLE 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91

ROADWAY SEGMENT: SANTA ANA STREET

NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7300 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION DAY ---	PERCENTAGES EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	52.5	161.8

TABLE 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91
ROADWAY SEGMENT: PATATA STREET
NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4700 SPEED (MPH): 35 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	EVENING	NIGHT
---	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	74.1	231.2

TABLE 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91

ROADWAY SEGMENT: ATLANTIC AVENUE

NOTES: FROM PATATA STREET TO SANTA ANA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29400 SPEED (MPH): 35 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 33.75 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	147.9	456.4	1439.7

TABLE 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91
ROADWAY SEGMENT: ATLANTIC AVENUE
NOTES: FROM SANTA ANA STREET TO CLARA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29500 SPEED (MPH): 35 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

DAY	EVENING	NIGHT
---	-----	-----

AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 33.75 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	148.3	458.0	1444.6

TABLE 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91
ROADWAY SEGMENT: ATLANTIC AVENUE
NOTES: FROM CLARA STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25400 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 33.75 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.10

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	128.9	394.7	1243.9

TABLE 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: CLARA STREET
NOTES: FROM OTIS AVENUE TO ATLANTIC AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8800 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	63.3	195.0

TABLE 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: SANTA ANA STREET
NOTES: FROM SALT LAKE AVENUE TO ATLANTIC AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11200 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	83.6	248.7

TABLE 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91
ROADWAY SEGMENT: SALT LAKE AVENUE
NOTES: FROM PATATA STREET TO ELIZABETH STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12150 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	60.5	189.0	597.0

TABLE 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: OTIS AVENUE
NOTES: FROM ELIZABETH STREET TO FLOWER STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11150 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	78.9	246.7

TABLE 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/21/91
ROADWAY SEGMENT: OTIS AVENUE
NOTES: FROM FLOWER STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10400 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	73.8	230.2

TABLE 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91
ROADWAY SEGMENT: SALT LAKE AVENUE
NOTES: FROM ELIZABETH STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9700 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	151.0	476.7

TABLE 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 5/17/91
ROADWAY SEGMENT: LONG BEACH FREEWAY
NOTES: FROM FLORENCE AVENUE TO FIRESTONE BOULEVARD

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 204000 SPEED (MPH): 55 GRADE: 2

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 67 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
973.0	3069.9	9705.0	30686.4

**FUTURE ROADWAY NOISE
CALCULATION WORKSHEETS**

TABLE 1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: CLARA STREET
NOTES: FROM WILCOX AVENUE TO LOS ANGELES RIVER

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21364 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	150.0	472.2

TABLE 2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: ELIZABETH STREET

NOTES: FROM WILCOX AVENUE TO LOS ANGELES RIVER

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3185 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 55.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	0.0	71.5

TABLE 3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: SANTA ANA STREET
NOTES: FROM WILCOX AVENUE TO PARK AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4644 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 57.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	103.4

TABLE 4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: WILCOX AVENUE

NOTES: FROM PATATA STREET TO SANTA ANA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4180 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 56.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	93.2

TABLE 5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: WILCOX AVENUE

NOTES: FROM SANTA ANA STREET TO CLARA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16786 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 . SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	118.0	371.2

TABLE 6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: WILCOX AVENUE
NOTES: FROM CLARA STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18113 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	127.2	400.5

TABLE 7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: CLARA STREET

NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14729 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	104.0	325.7

TABLE 8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: ELIZABETH STREET
NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8094 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION DAY	PERCENTAGES EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	57.9	179.3

TABLE 9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: SANTA ANA STREET
NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9687 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION	PERCENTAGES	
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	68.8	214.4

TABLE 10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: PATATA STREET
NOTES: FROM ATLANTIC AVENUE TO WILCOX AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6237 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.7	306.6

TABLE 11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: ATLANTIC AVENUE
NOTES: FROM PATATA STREET TO SANTA ANA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39012 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 33.75 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.2	194.0	604.9	1910.0

TABLE 12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: ATLANTIC AVENUE
NOTES: FROM SANTA ANA STREET TO CLARA STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39145 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 33.75 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
69.4	194.6	606.9	1916.5

TABLE 13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: ATLANTIC AVENUE
NOTES: FROM CLARA STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33705 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 33.75 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.1	168.4	522.9	1650.3

TABLE 14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: CLARA STREET
NOTES: FROM OTIS AVENUE TO ATLANTIC AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11677 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 15 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	82.9	258.4

TABLE 15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: SANTA ANA STREET

NOTES: FROM SALT LAKE AVENUE TO ATLANTIC AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14862 SPEED (MPH): 25 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS			
75.51	12.57	9.34	
M-TRUCKS			
1.56	0.09	0.19	
H-TRUCKS			
0.64	0.02	0.08	

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	0.0	107.9	329.0

TABLE 16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: SALT LAKE AVENUE
NOTES: FROM PATATA STREET TO ELIZABETH STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16122 SPEED (MPH): 35 GRADE: 1

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY ---	EVENING -----	NIGHT -----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL -----	65 CNEL -----	60 CNEL -----	55 CNEL -----
0.0	79.8	250.7	792.1

TABLE 17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: OTIS AVENUE
NOTES: FROM ELIZABETH STREET TO FLOWER STREET

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14796 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	104.2	327.2

TABLE 18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92
ROADWAY SEGMENT: OTIS AVENUE
NOTES: FROM FLOWER STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13800 SPEED (MPH): 25 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12.5 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	97.3	305.2

TABLE 19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: SALT LAKE AVENUE

NOTES: FROM ELIZABETH STREET TO FLORENCE AVENUE

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12871 SPEED (MPH): 35 GRADE: 1

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 10 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.0	200.2	632.4

TABLE 20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 1/5/92

ROADWAY SEGMENT: LONG BEACH FREEWAY

NOTES: FROM FLORENCE AVENUE TO FIRESTONE BOULEVARD

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 235900 SPEED (MPH): 55 GRADE: 2

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 67 SITE CHARACTERISTICS: HARD

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 80.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
1124.4	3549.7	11222.4	35484.7

California Natural Disaster Assistance Program for Owner-Occupants (CALDAP-O)

Purpose: A program of "last resort" (see Eligible Applicants) to provide for the unmet housing rehabilitation needs of single-family homeowners whose property is damaged by natural disaster.

Type & Terms of Assistance: The program provides 3 percent simple interest loans. Repayment of interest and principal is deferred to sale or transfer, refinancing, or when the homeowner is no longer the full-time occupant.

Eligible Activities: Repair or reconstruction of dwellings damaged or destroyed by natural disaster, elimination of code violations, cosmetic repairs made necessary by other repairs, and reimbursement of approved eligible costs related to emergency repairs incurred before loan approval.

CALDAP funds cannot be used to pay for nonessentials, luxury quality materials or construction techniques, or personal property or furnishings.

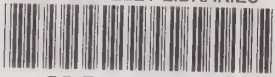
Eligible Applicants: Owner-occupants of single-family homes, mobilehomes, condominiums, townhouses, cooperative units, half-plexes, and duplexes. Owners must have properly registered at a Federal Emergency Management Agency (FEMA) Disaster Application Center (DAC) during the emergency period and must have exhausted all other forms of assistance.

Application Procedure: Contact your local government housing program office to determine if they are a participating CALDAP jurisdiction. CALDAP jurisdictions can provide, receive, and review applications. Otherwise applications can be obtained from, and submitted for review to, the Department of Housing and Community Development.

Authority: Health and Safety Code Section 50661.5 et seq., Statutes of 1989, Chapter 19.

Contact: Vincente Ruelas, CALDAP-O Manager or Michael Carroll, CALDAP Manager, (916) 327-3594.
Applicant information: (Toll Free) 1-800-552-5479.

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